

ROYAL NAVAL DIVISION.
PUNISHMENT BATTALION.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
drawn from the ranks of the
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
4, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

CAILLE
5 SPEED PORTABLE
MOTORS
Magneto and Battery
Ignition Combined.
The very latest in Portable
Motors.
ALEX. ROSS & Co.,
Machinery Office,
4, Des Voeux Road Central.

No. 17,989.

號九十八百九千七萬一第

日二初月二十年卯乙

HONGKONG, THURSDAY, JANUARY 6TH, 1916.

四拜禮

號六月正年五國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Jan. 7th.—The English mail, per s.s. NELLOR.
Jan. 8th.—Europe (via Siberia), per s.s. ANNEX.
TO DEPART.
Jan. 8th.—Europe via Siberia, at 3 p.m., per s.s. SHANTUNG.
Jan. 8th.—Europe via Siberia, at 5 p.m., per s.s. CHENAN.
Jan. 9th.—United States, South America, and Canada via San Francisco, United Kingdom via Canada, at 9 a.m., per s.s. AMERAN.
Jan. 11th.—Shanghai, North China, Japan via Moji, United States, South America, via Tacoma, Canada, United Kingdom via Victoria, B.C., at 1 p.m., per s.s. TACOMA MARU.
Jan. 11th.—Haiphong, Saigon, Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe, at 4 p.m., per s.s. ARGO.
Jan. 13th.—Straits, Colombo, Durban, Cape Town, Madeira, and United Kingdom, at 11 a.m., per s.s. MIZUMI MARU.
Jan. 14th.—Straits, Burma, Ceylon, Aden, Egypt, and Europe, at 2 p.m., per s.s. NOVANA.
Jan. 16th.—Shanghai, North China, Japan via Moji, United States, South America, via Seattle, Canada, and United Kingdom via Victoria, at 11 a.m., per s.s. SAKO MARU.
N.B.—For further returns and for Mails to and from the Coast: Port, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th December, 1915. [19]

PEAK TRAMWAY COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
1.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " to 10.00 " " " 10 " "
10.00 " to 11.00 " " " 10 " "
11.00 " to 12.45 p.m. " " 10 " "
12.45 p.m. to 1.45 " " " 10 " "
1.45 " to 2.15 " " " 10 " "
2.15 " to 3.15 " " " 10 " "
3.15 " to 5.00 " " " 10 " "
5.00 " to 8.10 " " " 10 " "
NIGHT CARS.
6.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SATURDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " to 11.00 " " " 10 " "
11.00 " to 12.00 noon " " 10 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " " 10 " "
5.00 " to 8.00 " " " 10 " "
8.00 " to 7.00 " " " 10 " "
7.00 " to 8.10 " " " 10 " "
NIGHT CARS as on Week Days.
SUNDAY.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all seasons at full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or by Compro order representing Bank Notes.
(JOHN D. HUMPHREYS & SON,
General Managers
Hongkong 15th June, 1915. [15]

FOR SALE.

RARE WAR STAMPS.
TOGO Surcharged,
Anglo-French Occupation.

GRACA & CO.

No. 4, WYNDHAM STREET.
Hongkong, 6th January, 1916. [190]

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, a
providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day

Special terms to monthly guests.

Cable address Telephone No. 2,510.
SAVOY C. A. BIDDLE,
Manager

MITSU-BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BATTERY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Stone's Manganese, Bronze Castings,
Person's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Dock No. 1. Dock No. 2. Dock No. 3.
Length on Keel Blocks ... 510 feet 350 714 feet
Width of Entrance on bottom ... 77 " 53 " 85 "
Water on Blocks at Spring Tide ... 81 " 24 " 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 718 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 160 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
No. 1. 7,000 tons. No. 2. 13,000 tons.
Lifting Power ... 480 feet ... 88 "
Max. Length of Ship taken in ... 54 " ... 38 "
Max. Breadth of Ship taken in ... 32 " ... 28 "
Max. Draft of Ship taken in ... 32 " ... 28 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 23 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [72]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD. MAIHAN, HONGKONG
TELEPHONE NG-1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [38]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.
Owing to the War the THIRTEEN-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Sooton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class Pass.	2nd Class Pass.	3rd Class Pass.	Freight	1st Class Pass.	2nd Class Pass.	3rd Class Pass.	Freight
Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.
Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.
Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.	Shanghai (S.S. Maru) ... 11.00 a.m.

• Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"), At
Dairen, Port Arthur, Mukden, Changchun, and Hsichang (the finest sea-side resort in
North China), all under the Company's management.
TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL BANKING CORP. & EXPRESS TRAVEL CO.,
MOTOR TRUCK COOK & SON, the NORDDEUTSCHER LLOYD, and the
NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add. "Manchuria."
FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chetoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.

KELLY & WALSH, LTD.

YOU cannot do better
than give a
FOUNTAIN PEN

There's more in a gift
"SWAN"
WATERMAN "IDEAL"
"ONOTO" SELF FILLING
A wide range of styles to suit
every writer.

PIPES, CIGARS, TOBACCO,
CIGARETTES.

DIARIES 1916.
DAIRY MAIL "YEAR BOOK.

GIFT BOOKS FOR CHILDREN.

Girl's Own Annual ... \$5.00
Bo-Peep, for Little Folks ... 2.00
Chatterbox ... 2.40
Sunday ... 2.40
Little Folks ... 4.00
Wild Animals I have Known, by Ernest
Thompson Seton ... 4.00
Toy Books. PAINTING BOOKS
TUCK'S ZAG-ZAW PUZZLES
HARBUITS PLASTICINE
The ever Popular Spelling Game Words
MAKING AND WORD TAKING.
Large quantity Colonial Novels to clear
at 2 for \$1.00 [14]

"HONGKONG DAILY PRESS" PUBLICATIONS.

Directory and Chronicle of the Far East \$10.00
Do. Do. Smaller Edition 5.00
Children of Far Cathay, a Social and
Political Novel, by C. J. H. Halcombe 3.50
The Jubilee of Hongkong, being an
Historical Sketch, to which is added
an Account of the Celebrations in 1891 1.00
The Hongkong Typhoon, Sept. 18th, 1905,
Illustrated Account ... 0.50
Temporary Mining Regulations in China
Regulation for Railway Construction in
China ... 0.50
Hongkong Hansard Reports of the
Meetings of the Legislative Council,
Published Annually ... 5.00
Mountings of Naval Guns and their
Subsequent Use with the Ladysmith
Relief Column ... 1.00
Warlike Exploits of the Merchant Navy,
by J. E. Fotherstonhaugh ... 1.00
Political Obstacles to Missionary Success
in China ... 0.25
Trade Mark Regulations in China ... 0.25
Missionary Directory, cloth cover ... \$1.25
Do. Do. paper cover ... 0.80
Dog and Gun in New Territory ... 1.00
From Hongkong to Canton, by the Pearl
River, "A Book for the Globetrotter,"
by Capt. C. V. Lloyd, with Maps
and Illustrations ... 1.75
Hongkong Weekly Press, half-yearly
vol. bound ... 7.50
Sixty Years Anglo-Chinese Calendar,
1834 to 1923 ... 2.00
Rate of Exchange at Hongkong, English
Mail days 1874 ... —
Bombay Rates of Exchange at Hongkong,
English Mail days, 1893 ... 1.00
Called Out: or the Chang Wang's
Daughter, an Anglo-Chinese Ro-
mance by Chas. J. H. Halcombe ... 2.00
Plan of the West River ... 1.00
" " Victoria ... 1.00
" " Kowloon ... 0.75
" " Peak ... 0.75
" " New Territory ... 0.95
Power of Attorney Form ... 0.35
Mail Tables for 1914, on card ... 0.25
Do. on paper ... 0.25

NEW CARTRIDGES.

By popular English Manufacturers.
In all Bore and Sizes.
SMOKELESS POWDER AND CHILLED
SHOT. From No. SSG. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS a Variety.
Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [89]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1219.
Hongkong, 4th February, 1915 [70]

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK.

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

HOTELS

HONGKONG HOTEL

AND
GRILL ROOM.
J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager. [85]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.
A FIRST-CLASS AND UP-TO-DATE
HOTEL, most Central Location within
the vicinity of all the Principal Banks.
Noted for the best Food, Refreshment
Accommodation and Cleanliness. Cuisine under
European Supervision. A First-Class String
Orchestra renders selections from 5.30 p.m.
to 11.30 p.m.
Special monthly terms for residents and
Shipping people.
For further particulars apply—
MANAGER
Telephone 127
Telegraphic address: "COMFORT." [19]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in Every Room, prompt connection maintained
by six lines to Central.
Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Rooftop Garden and Social Rooms. European
Runners meets Steamers.
P. O. PEUSTER,
Manager [121]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been
re-novated throughout and entirely refurnished.
Situated on the Praia Grande facing the sea,
a cool breeze is enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.

Tel. Add. "Phoenix," Macau.
1st February, 1915. [31]

THE

VICTORIA HOTEL.

Situated on the British Concession.
Shameen,
The only European Hotel in
Canton.
Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.
Under the personal Management
of Mr and Mrs. Geo. E. BYLES
[123]

THE NEED FOR MOSQUITO-NETS.

AN APPEAL TO HONGKONG.

The ladies of the bandage-making and sewing class in Hongkong have now commenced to make mosquito nets for the men serving in mosquito-infested areas. The need is very urgent, and an appeal is made to the ladies of the Colony to help in the work, and for the funds necessary to buy the netting.

The sewing class is action upon the suggestion made in a letter from Sergt. Major T. H. G. Brayfield, of Hongkong, who spoke of his personal experience and considered that nothing could be sent to the troops of the Mediterranean Expeditionary Force which would be more appreciated than mosquito-nets. The scourge of flies, he said, rendered sleep impossible in the day time which, as most of the fighting was done at night, was the only time the men had for sleeping. He himself had purchased a piece of netting 2ft. 6 ins. by 6ft. in Alexandria and had found it such a boon that he strongly urged the war-workers in Hongkong to forward additional supplies.

A large proportion of the troops have, of course, been withdrawn from Gallipoli since this letter was written, but in other areas where British soldiers are engaged—in Africa, Mesopotamia and in Egypt—the need for mosquito netting is as great as it was in Gallipoli.

The bandage-making and sewing class have undertaken to forward at least 500 nets this month, and it is hoped they will be heartily supported in this work.

CULTY DAIRY CO.

ANNUAL GENERAL MEETING.

Last year was an unfortunate one for the Culty Dairy Co., Ltd., and instead of declaring a dividend of twelve per cent., as was done the previous year, they find themselves starting the new year with a debit balance of Tls. 10,347.19. The cause of this unfortunate state of affairs is the loss of 101 animals, which were suffering from rinderpest, the net loss in this connection amounting to Tls. 20,177.23.

The company's working account shows a profit of Tls. 19,000.47, but the loss of such a large part of the herd more than offsets this profit. The rinderpest epidemic is now well under control, however, and the outlook for the coming year is satisfactory.

At the third annual general meeting of the shareholders held at Shanghai on December 30th, the Chairman, Mr. Philip Peckles, referred to the death on active service of Mr. H. S. Oppé, one of the original directors of the company. He was one of the first to volunteer for service, said Mr. Peckles, and his death, splendid as it was, causes a blank in Shanghai which it will be very difficult to fill, and which has brought to his friends a sorrow very real and very deep.

The directors' report and accounts were adopted and Messrs. Lowe, Bingham and Matthews were re-appointed auditors for the ensuing year at an annual fee of Tls. 200.

AMAH'S ASSOCIATION

ROBBED.

INTERESTING CASE AT THE MAGISTRACY.

At the Magistracy yesterday, before Mr. F. A. Hazeland, a Chinese houseboy and a cook were charged with the larceny of money and jewellery to the value of over \$200 belonging to the Honorary Secretary of the Kowloon Amahs' Association.

It appeared that one of the amahs employed by Mrs. Fasse (wife of the Superintendent Engineer of the Java-China-Japan Line) holds the responsible position of Hon. Secretary of the Kowloon Amahs' Association, and as such held certain property belonging to that body. On the 18th December Mr. Fasse's No. 1 houseboy asked for a month's leave. He engaged a substitute (the first defendant in the case). When the No. 1 houseboy returned from holiday it is alleged that the substitute made certain overtures to him, which were not entertained. The substitute then approached the cook, and found in him a partner in his enterprise. The former returned and, with the assistance of the cook, stole, during the amah's absence, the money and jewellery in her care.

Sergt. Thomson conducted enquiries into the theft, and discovered \$85 in money, a pair of gold bangles, and three gold finger-rings in a flower pot on the verandah of Mr. Fasse's house, No. 4, Durbar Villas, Kowloon.

The second defendant accused the first defendant of the larceny, but the latter gave a complete denial of the charge.

The Magistrate was not satisfied with the statements of the various witnesses, and discharged the defendants.

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION RESULTS.

The list of successful candidates in the December Examinations of the University of Hongkong is as follows:—

[SATISFIED THE EXAMINERS.]

- | No. | Name | School |
|-----|---------------------|-------------------------------|
| 1. | Sho Shiu Tsai | Queen's College. |
| 2. | Kung Shih'en | Chih-li Government Student. |
| 3. | Kwong Hing Fook | St. Stephen's College. |
| 4. | Liu Hung Ngan | Hupoh Government Student. |
| 5. | Chang I Chang | Yunnan Government Student. |
| 6. | Hu Chun Ho | Hupoh Government Student. |
| 7. | Lu Wan Tsun | Yunnan Government Student. |
| 8. | A. J. Kew | Dioecesan Boys' School. |
| 9. | Hu Kwok Leung | Queen's College. |
| 10. | Sheik Hassan Ismail | Queen's College. |
| 11. | A. D. Silas | Queen's College. |
| 12. | F. J. Ede | Dulwich School, London. |
| 13. | Cheah Toon Siew | Penang. |
| 14. | Hoo Chai Hian | Singapore. |
| 15. | Ang Siow Hian | Penang. |
| 16. | Chien Hung Van | Ningpo. |
| 17. | Wong Yik Cho | Queen's College. |
| 18. | Li Chi Wa | St. Paul's College. |
| 19. | An Shu Tak | Sacred Heart College, Canton. |
| 20. | Tang Wai Chun | St. Paul's College. |
| 21. | Ho Chee Kin | private study. |
| 22. | Lai Nang Yong | private study. |

[MATRICULATION AND CANTON GOVERNMENT SCHOLARSHIPS.]

- | No. | Name | School |
|-----|----------------|------------------------|
| 1. | Lien Tsun | |
| 2. | Leung Nai Yuan | St. Stephen's College. |
| 3. | Leung Chi Ling | |
| 4. | Cheung Him | |
| 5. | Li Sung | |
| 6. | Man Shu Sing | |
| 7. | Fok Han Fui | |

A further list of Canton Government Scholarships will be issued later.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

MIRANDA CUPS.

The following are the handicaps for the Cupper Race for the Cups presented by Capt. G. K. Hall Brutton to be sailed off on Sunday, 9th instant:—

- | CHINESE RIG. | Scratch. |
|--------------|-----------|
| Miranda | 10 secs. |
| Szechuen | 20 secs. |
| Dorothy II. | 30 secs. |
| Flora | 180 secs. |

- | ENGLISH RIG. | Scratch. |
|--------------|--------------------|
| Vesper | Scratch. |
| Feathers | Scratch. |
| Queen Bee | 35 secs. per mile. |

Course:—Adamaster Rock (Port); distance, 23 miles; preparatory gun, 4.55 a.m.; starting gun, 10 a.m.
The course for the Handicap Class, One Design Class, Heywood Hays and Gaei Class on Saturday, 8th inst., is No. 4.

ARMY'S WINTER KIT.

MUFFLERS, MITTENS AND HOSPITAL SUPPLIES WELCOMED.

The coming of winter has found the War Office Department, whose duty it is to clothe the Army fully prepared with supplies of warm clothing for the protection of the troops against the rigours of winter warfare—says *The Times*. The following is a list of the apparel provided by the military authorities for each soldier at the front:—

- Winter service cap.
- Waterproof cover for cap.
- Cap comforter.
- Body belt.
- Woollen vest and drawers.
- Shirt.
- Cardigan waistcoat.
- Tunic and trousers.
- Fur or leather (flannel lined) jacket.
- Great-coat.
- Waterproof cape.
- Fingerless snow gloves.
- Woollen gloves.
- Socks, puttees, and boots.

In addition, gum boots reaching to the top of the thigh are provided for men actually in the trenches. The special needs of the killed regiments have not been overlooked, and auxiliary warm clothing is provided for them.

The authorized scale of equipment, we are informed, allows two shirts and four pairs of socks for each man. From time to time there are complaints that men in this or that battalion are in want of socks and shirts; and appeals for these articles or money for purchasing them are advertised. It is stated on good authority that there is no real necessity for such appeals, as ample Government supplies are available to meet all demands made through the proper channels.

Mittens and mittens, however, are not a "Government supply," and the making, purchase, and collection of them is a field in which the generosity and industry of the public will be warmly welcomed.

Hospital supplies, also, are most acceptable, such as bed-jackets, nightgowns, surgical night shirts, plain night shirts, knitted eye bandages, roller bandages, many-tailed bandages, etc. Patterns of these can be obtained at the City Hall, Hongkong, on Mondays, Tuesdays and Thursdays in the morning.

It was announced in London at the end of November that an advance of 40s. per ton has been made in the Weight and Measurement Minimum Tariff outward rates to all ports in the Straits, China, and Japan. This applies to all Conference steamers, and shippers should bear this in mind when making future arrangements.

THE MURDER OF ADMIRAL

TSENG.

ANOTHER CHINESE CHARGED WITH COMPLICITY.

At the Mixed Court, Shanghai, before Mr. Grant Jones, British Assessor, and Magistrate Yu, Hsu Chen-ho was charged that between September 10th and December 25th of this year he conspired with Wong Siau-fong and Wong Ling-an; and with other persons, not in custody, to murder Chow Ching-ting and Admiral Tseng Ju-cheng.

Mr. G. D. Musso prosecuted on behalf of the Chinese Authorities. Mr. Fessen den defended and Mr. K. E. Newman watched the case on behalf of the police. Mr. Musso said that the two Wongs mentioned in the charge, who had been taken over by the Chinese authorities and duly tried and sentenced to death, had made certain statements implicating the defendant.

Evidence was given by an attendant of the Arsenal to the effect that he executed the two men named Wong in accordance with the sentence. Before that was carried out they were taken to the Court and their statements made at the trial read over to them. They said that the statements were true.

Wong Ling-an, in the course of his statement, said he had discussed with others about the matter of the assassination of Admiral Tseng, the Taoyin Yang and Chow Ching-ting, while the other said that the assassination was instigated by the defendant.

In reply to questions by Mr. Grant Jones, the defendant denied that he knew either of the two Wongs. He would not do such a disgraceful thing as plot to murder Admiral Tseng.

MR. FESSENDEN'S ADDRESS.

Addressing the Court, Mr. Fessenden said it was difficult for counsel sometimes in a Mixed Court to know just what rules of law were followed in a case of this kind. He submitted to the Court, however, that, if it followed the rules, both of the English and American Courts, the testimony adduced could not be used to convict the defendant, even if the two Wongs were living. Even if they came to the Court and swore to their statements in the box, it would not have been sufficient to convict the defendant, on the ground that the two men themselves were accomplices. Not only was the evidence produced by Mr. Musso inadmissible, but even if it were not it was too scanty and of too questionable a character to convict the prisoner. The testimony which the two executed men had given in the Mixed Court, was entirely contradicted by the statements produced that afternoon, and he submitted that they were likely to tell the truth in that Court rather than in the Arsenal for reasons which it was not necessary to go into in detail.

MR. MUSSO'S CONTENTION.

Mr. Musso said that the point raised by his learned friend with regard to the admissibility of the evidence was the only serious one raised by the defendant in the case. If they had been in a foreign Court instead of a Chinese, then things might possibly have been different, but however good that law was, it could not be applied in a Chinese Court. The reason for that was obvious. It was because the Chinese judicial system had not reached that level which would justify the rigid application of these rules in their Courts. If in that Court the evidence of accomplices were not admissible then ninety-nine per cent. of the convictions which had been passed would have to be quashed.

He submitted that the accused had not rebutted in any shape or form the case set up for the prosecution.

THE ASSASSIN'S JUDGMENT.

The Assessor said that the prisoner was not a resident in the settlement but was a resident of the French Concession. He had been handed to them for trial on this charge by the French Authorities and therefore the only charge they could consider was the one they had before them. The only question was, was he guilty or not? There was no question of extradition, of a *prima facie* case, or anything like that. No competent Court in the world could convict on the evidence which had been brought before them that day. If the witnesses had been present in person and could have been cross-examined by the prisoner's counsel, then there was no reason, so far as he knew in law why he should not have been convicted upon the evidence, accomplices as they were. The two Wongs were dead; they were not before the Court and the only statements they made, or were alleged to have made before an other tribunal. They would not be doing their duty, they would be creating a sense of distrust if they convicted the prisoner. He ordered that the prisoner should be handed back to the French Authorities, the present charge being dismissed.

INCITING TO REBELLION.

TWO CHINESE CHARGED AT SHANGHAI.

Two Chinese charged with conspiring to stir up a rebellion in the country of China appeared at the Mixed Court, Shanghai, before Mr. Grant Jones, British Assessor, and Magistrate Yu on December 31st. They were Ling Zung-zee and Ching 31st. They were Ling Zung-zee and Ching 31st. They were Ling Zung-zee and Ching 31st. They were Ling Zung-zee and Ching 31st.

Mr. K. E. Newman appeared for the prosecution, and Mr. G. D. Musso for the Chinese Government.

The case for the prosecution was that the two men occupied a room at the Hung Foh Hotel, 255, Kiangso Road and on November 22nd had a fight in their room in which Ching was badly injured and the other defendant was caught by a Chinese constable trying to make off with a revolver wrapped in a handkerchief in his hand. Det. Sergt. Prosser searched the apartment and found in the baggage a card bearing the portrait of Dr. Sun Yat-sen, a certificate of appointment, several cards bearing names, and a letter relating to the funds of the rebel party. Ching had to be sent to hospital for his injuries to be attended to.

The Court ordered the men to be handed over to the Chinese authorities.

TRADE OPENINGS IN CHINA.

MINING FOR GOLD.

Gold is found in many parts of the province of Szechuan, China, but not always in paying quantities. According to a recent report from Chungking, the most important mine in Szechuan that has thus far been opened is located at a very mountainous place called Maha, which lies in the south-western corner of this province about fifty miles north-west of Yungyuan. The Government is very anxious to develop the Maha mine to the fullest possible extent, and is now undertaking a thorough reorganization. Two Chinese engineers, who studied mining engineering in Baguian, are employing a corps of trained assistants and about 1,200 miners in the mining work at Maha. Both the Government at Peking and the provincial authorities are giving them every encouragement, and there is reason to believe that this project will finally succeed. New mining machinery is needed to carry on this work to the best advantage. This opportunity is exceptional, inasmuch as the installation of a plant at Maha would doubtless result in further developments, since not only gold is found in the western part of this province, but antimony, iron, lead, silver, and copper also occur in considerable quantities, and will be mined eventually by up-to-date methods.

According to a recent official report, the district of Tzeliuching, which lies in the south-central part of Szechuan, some fifty miles north of Suifu, is the most important industrial centre in West China. This is true not only as regards its present state of development, but also as regards its potentialities and possibilities. Tzeliuching at no distant date will place larger orders for foreign machinery than any other city in this part of China. Machines for drilling new wells, for pumping up the brine, and for evaporating the salt are of first importance. Simple hoisting engines to supplant the water-buffaloes should enjoy a large sale. Gas-stoves and burners and engines using gas for fuel could also be introduced. As the salt-wells are operated night and day, there is an excellent opportunity for the sale of electric lighting plants. Telephone apparatus is also in demand, and mine pumps and machinery are needed in the coal-fields.

Writing on the resources of the Kailashien district, the American Consul at Chungking, Szechuan province, says that while there is not much chance of introducing textile machinery at the present time, if factories are started and the industry develops to any extent, there ought to be a market for cheap looms of simple construction. Mining machinery might even now be sold to advantage.

He also points out that, as the district about Chengtu develops, there will be an increasing demand for foreign machinery. Mining machinery is needed in the development of the region west of Kwanhsien, where lead, coal, silver, and copper deposits are said to be extensive. There is also a demand for machinery for the scientific of salt and sugar, and for the manufacture of paper, shoes, soap, candles, and many other articles. Modern sawmill machinery will eventually be introduced. Machinery for silk and cotton weaving could be used to advantage; much of the Tibetan wool that comes from Tachienli to Chengtu could be made into fabrics at the latter city, where labour is cheap and water-power available. — *Journal of the Royal Society of Arts.*

GERMAN TRADE DODGES

IN THE EAST.

GOODS AGAIN COMING THROUGH NEUTRAL COUNTRIES.

German goods, which ceased to come soon after the outbreak of the war, are coming again through neutral countries in some cases through England, says the *Far Eastern Review*.

In America and Japan chemical manufacturers have advanced solely owing to the growing scarcity of the goods and in some cases have attained a prohibitive point. This state of affairs in these countries has been taken advantage of by German firms to recover the lost trade to some extent, if not wholly. For one thing, it is reported from American German experts with their plants are coming over to America in growing numbers to turn over those chemical goods they used to supply, but ceased to do on account of the war.

In the meanwhile German commercial machinists have continued to be active to revive the trade brought to extinction. In this instance the cat's-paw is Holland, though the latter is quite unconscious of the fact. They send their goods by parcel post to either England or America through Holland under Dutch trade names and thence the goods come even to Japan.

Among the goods arriving from America recently are many without any trade marks, but known to trained eyes to be German-made. The holder of the German firms are even approaching German merchants still resident in this country or Japanese firms which had anything to do with them formerly, with a proposal to resume trade dealings either through America or through their newly established branches in America.

Some days ago, for instance, a certain German firm in Kobe announced that it had received a fresh shipment of perfumes from Germany and was ready to deal in the goods. The shipment in question was evidently sent first to Holland by parcel post, and thence to England. From England it was reshipped to America and thence came to this country.

This is not the only instance of the revived trade activities of the Germans, but there are many besides. However, for the present the goods sent are limited to lighter goods, such as perfumes, drugs, and other chemical manufactures, probably because of the limitations put on the size and weight of the parcels by postal regulations.

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR GOLF.

SPALDING'S "GOLD MEDAL" CLUBS.

DRIVERS AND BRASSIES

PRICE \$5.50 EACH.

IRONS

PRICE \$4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

DRIVERS AND BRASSIES

PRICE \$4.50 EACH.

IRONS

PRICE \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS.

PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS,

STOCKED IN ALL MODELS.

GOLF SCORERS, CADDY BAGS, CLOCK GOLF.

GOLF PAINT, TEES, CAPTIVE GOLF, ETC.

JUST ARRIVED: NEW CONSIGNMENT OF

SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & Co.

ONE TRIAL

makes you a customer.



MILD COOL FRAGRANT SUMATRA TOBACCO.

Rosita is one of the Best Cigars of the East. Made of the finest selected Sumatra Tobacco by experienced workmen.

TINNED BOXES OF 50 CIGARS \$4.25

Obtainable at: Hongkong Cigar Store, Watson's, Grosvenor Egyptian, Sheriff Bros. Colonial Dispensary.

SOLE IMPORTER: WILLEM HEYBLOM, POWELL'S BUILDINGS. Phone: 1687. Hongkong, 5th January, 1916.

NOTICE OF REMOVAL.

WE have REMOVED our Office to No. 1A, CHATER ROAD (premises formerly occupied by Carlowitz & Co.) J. M. ALVES & Co. Hongkong, 31st December, 1915. [129]

NOTICE.

NOTICE IS HEREBY GIVEN that there are TWO VACANCIES in the Canton Pilotage Service, which will be filled by competitive examination in accordance with the General Regulations of the Chinese Pilotage Service.

The examination will be held at the Harbour Master's Office, Chinese Maritime Customs, on or about the 18th January, 1916. Applicants who have duly served an apprenticeship of three months, and who are desirous of sitting for examination, should forward their names and addresses to the Harbour Master's Office not later than January 10th, 1916. A definite date on which they may sit for examination will then be given them.

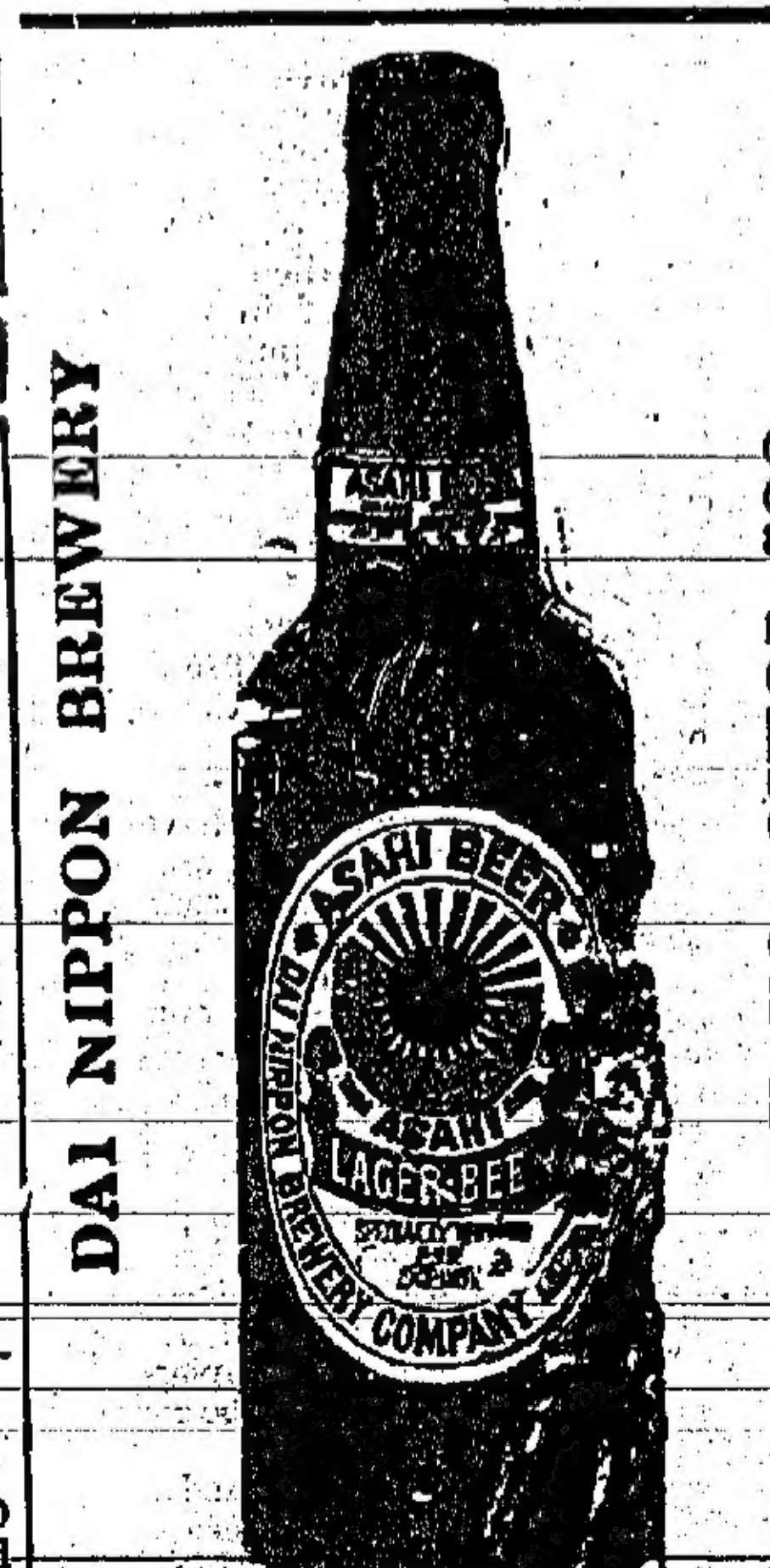
ARNOLD HOTSON, Acting Harbour Master. Harbour Master's Office, Chinese Maritime Customs, Canton, 30th December, 1915. [141]

FOR SALE.

ONE 104 H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator. Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps. For further particulars apply to LINSTED & DAVIS, Alexander Buildings, Hongkong, 16th September, 1915. [84]

Obtainable EVERYWHERE. SOLE AGENTS: MITSU BUSSAN KAISHA, HONGKONG.

ASAHI BEER



DAI NIPPON BREWERY CO. TOKIO JAPAN. OBTAINABLE EVERYWHERE. SOLE AGENTS: MITSU BUSSAN KAISHA, HONGKONG.

NEW ADVERTISEMENTS

WANTED.

EXPERT Male STENOGRAPHER and OFFICE ASSISTANT.
Apply, with references, to—
"SHIPPING,"
Care of "Daily Press" Office,
Hongkong, 6th January, 1916. [150]

SOCIETE DES PULPES ET PAPIETERIES DU TONKIN.
(Tonkin Pulp and Paper Company).
CAPITAL: \$700,000.
Head Office: 21, rue Jules Ferry, Haiphong.
FIRST NOTICE.

THE BOARD OF DIRECTORS hereby notify that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at their Head Office, 21, rue Jules Ferry, Haiphong, on SATURDAY, 5th of February, at 4 p.m., when the following Resolutions will be submitted:

1. Winding up of the Company.
2. Nomination of Liquidators, with special powers for disposing of the assets, in movable and immovable property, to any New Concern at such terms and conditions which will be deemed advisable by the Meeting.

For the Board of Directors,
M. DANDOLO,
Haiphong, 29th December, 1915. [152]



NOTICE.

ATTENTION is drawn to the fact that, under the ARMY ACT, a Soldier cannot be placed under stoppages of pay for a Private Debt. Tradersmen and others who suffer Soldiers to Contract Debts do so at their own risk.
J. CASSELL, Captain, D.A.A. and Q.M.G.,
China Command,
Hongkong, 5th January, 1916. [161]



NOTICE.

PERMISSION has been granted to the SHROPSHIRE LIGHT INFANTRY to use the WONG-NEI-CHONG RECREATION GROUNDS for Training purposes on TUESDAY, the 4th, and THURSDAY, the 6th of January, 1916, between the hours of 4.15 and 9 P.M.
Hongkong, 4th January, 1916. [146]

NOTICE.

NOTICE IS HEREBY GIVEN that I, the Undersigned, have entirely severed any connection with Messrs. VIEIRA & Co. of Nos. 50 and 52, Queen's Road Central, as from the 31st December, 1915.
JOSE MARIA VIEIRA,
Hongkong, 1st January, 1916. [129]

NOTICE.

WE HEREBY GIVE NOTICE that we have taken Mr. EDGAR DAVIDSON into Partnership as from the 1st day of January, 1916. The Business will be carried on for the future under the same firm name as heretofore.

HASTINGS & HASTINGS,
Solicitors and Notaries,
8, Des Vaux Road Central,
Hongkong, 1st January, 1916. [127]

NOTICE.

THE BUSINESSES OF ARCHITECTS AND CIVIL ENGINEERS carried on by COLBOURNE LITTLE in Hongkong and by F. R. J. ADAMS and MARSHALL WOOD, (under the style of THOMAS, ADAMS & WOOD) in Canton have amalgamated as from this date and will henceforth be conducted by the undersigned.
The new firm's name will be LITTLE, ADAMS & WOOD, and the Business of the firm will be carried on at their Offices in Hongkong and Canton as heretofore.
COLBOURNE LITTLE, F.R.I.B.A.,
F. R. J. ADAMS, A.M.I.E.,
MARSHALL WOOD, A.R.I.B.A.,
Hongkong, 1st January, 1916. [125]

NOTICE.

THE 6th INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6th Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations governing the payment of interest of the said loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following important points are hereby published for general information:

1. The date when the payment of interest begins: 31st December, 1915.
2. The organs authorised for the payment of interest:
 - a. All Magistrates Yamen.
 - b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
 - c. The reliable agents of the above-mentioned two banks.
 - d. All Maritime Customs Offices.
3. The methods for the claiming of interest:

The Public when claiming for the interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons as paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised organs above mentioned.

Peking, 24th December, 1915. [142]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
6% FIRST MORTGAGE DEBENTURES.
(KAILAN BONDS.)

PAYMENT OF THE HALF-YEARLY INTEREST due on 1st January, 1916 will be made on presentation of Coupon No. 7 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
RUSSO-ASIATIC BANK.
BANQUE DE L'INDO-CHINE.
YOKOHAMA SPECIE BANK, LTD.
BANQUE BELGE FOUR L'ETRANGER.

The Interest less Income Tax at 3s. and 6d. in the £, will be—
Per Coupon (Gross) £ 12 0
Less Tax at 3/6d. in the £ 2 11/6

Net amount payable £ 9 10 4/6

On £100 Bonds, £ s. d.
Per Coupon (Gross) 12 0 0
Less Tax at 3/6d. in the £ 10 6

Net amount payable £ 2 9 6

On £500 Bonds, £ s. d.
Per Coupon (Gross) 15 0 0
Less Tax at 3/6d. in the £ 12 12 0

Net amount payable £ 12 7 6

Payment will be made in Tails at the Demand. Buying rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
Hongkong, 1st January, 1916. [130]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

THIRD DRAWING.

NOTICE IS HEREBY GIVEN that in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Third day of November, 1915, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTON FITZJAMES TURNER, one of the Directors, ALFRED W. BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAURALDE, of 7/8 Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1916, at either of the following places:

In London:—At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C.

In China:—At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:
40 55 106 154 157 191

70 BONDS OF £100 EACH, NUMBERED:
301 318 377 534 637 684
724 772 782 915 1025 1035
1054 1068 1119 1122 1144 1167
1300 1308 1410 1476 1477 1489
1560 1564 1576 1795 1835 1847
1828 1929 1938 2012 2028 2038
2001 2202 2237 2258 2331 2343
2452 2514 2573 2757 2800 2913
2927 2968 3007 3112 3125 3162
3155 3169 3174 3230 3242 3267
3289 3292 3302 3329 3338 3449
3500 3551 3634 3738

700 BONDS OF £30 EACH, NUMBERED:
3778 3790 3840 4201 4210 4212
4227 4272 4320 4380 4409 4413
4477 4494 4713 4732 4749 4835
4915 4989 4977 4992 5016 5052
5056 5124 5165 5272 5285 5304
5364 5392 5708 5720 5796 5797
5891 5927 5938 5968 6085 6100
6143 6176 6250 6374 6404 6457
6520 6683 6719 6765 6787 7466
6877 7133 7159 7295 7356 7466
7517 7529 7530 7537 7567 7644
7687 7691 7718 7762 7781 7788
7901 7943 8040 8125 8183 8250
8313 8337 8339 8368 8369 8488
8559 8584 8673 8701 8734 8773
8881 8966 8978 8980 9017 9020
9035 9085 9105 9171 9215 9200
9339 9397 9378 9395 9450 9492
9519 9564 9704 9742 9806 9952
9949 10001 10108 10117 10272 10419
10503 10521 10543 10752 10764 10534
10838 10915 10943 10976 11037 11037
11054 11067 11092 11124 11129 11265
11317 11386 11398 11416 11489 11529
11625 11636 11651 11700 11729 11832
11842 11912 11934 11942 12277 12302
12332 12364 12413 12436 12549 12585
12587 12631 12685 12677 12705 12714
12745 12775 12778 12806 12810 12822
12856 12879 12880 12929 13048 13066
13082 13083 13095 13110 13203 13216
13245 13271 13321 13369 13392 13453
13673 13691 13693 14007 14043 14061
14156 14254 14372 14415 14480 14491
14564 14601 14637 14691 14738 14778
14780 14820 14830 14849 14872 14890
14978 15085 15091 15110 15148 15155
15178 15184 15204 15213 15251 15285
15475 15527 15544 15576 15645 15785
15802 15862 15898 16223 16304 16322
16351 16364 16377 16392 16418 16439
16495 16506 16597 16625 16641 16719
16742 16776 16866 16878 16979 17173
17240 17310 17345 17416 17468 17506
17523 17525 17548 17564 17600 17602
17738 17775 17818 17824 17878 17910
18023 18030 18051 18100 18126 18171
18256 18361 18366 18392 18374 18452
18357 18373 18379 18313 18326 18374
18383 18394 18379 18103 18130 18132
19127 19143 19195 19287 19302 19440
19478 19510 19525 19715 19756 19804
19812 19886 19894 19907 19938 20035
20165 20185 20188 20263 20292 20358
20389 20418 20531 20543 20546 20654
20669 20698 20909 20914 20926 21040
21079 21081 21126 21160 21185 21200
21210 21211 21239 21258 21278 21378
21402 21437 21581 21598 21594 22014

INTIMATION

WATSON'S

E

OLD BROWN BRANDY.



THE PEG O' MY HEART.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

HONGKONG.

DEATHS.

JONAH—At his residence, No. 20, North Road, Hongkong, on December 30th, 1915, at the age of 82, **EPHRAIM JONAH**, aged 82.
GOLDMAN—At the Shanghai-Nanking Railway Hospital, on December 29th, 1915, **JULIUS GOLDMAN**, aged 23.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 6th JANUARY 1916

THE RECRUITING RETURNS.

The figures which we publish to-day setting forth the results of Lord DERRY's recruiting scheme cannot produce other than a sense of disappointment in the minds of those who cherished the belief that all but an insignificant minority of our fellow-countrymen in the United Kingdom would respond readily to the appeal made to them. The conditions under which eligible men were invited to attest were such that it is difficult to conceive of any Briton worthy of the name withholding his signature. The canvass was confined to those between the ages of eighteen and forty, and the recruits were divided into two classes, composed respectively of single men and married men, which were each sub-divided into twenty-three groups according to age, the understanding being that the whole of the first class would be called up before recourse was had to the second. Inasmuch as provision was made for according special treatment to unmarried men who could plead domestic responsibilities, nothing fairer could be imagined. Every man knew that he would not be required to discharge his obligation unless and until the necessity arose. Yet we find that out of a total of five million available men, upwards of two million have declined to place their services at the disposal of the nation. The defaulters consist of 1,029,231 single men and 1,152,947 married men. After deducting from the single men—379,000 who are engaged in indispensable industries and various national services, there remains a balance of 650,000, which, even though subject to shrinkage owing to the inclusion of ineffective and those possessing special claims to exemption, cannot be regarded

as "negligible." In view, therefore, of the Premier's pledge to the married men, compulsion is inevitable if the country is to have at its command the force which it requires in order to ensure the successful completion of the war. Turning to the other and more pleasing side of the picture, we find that 2,829,533 men have recognised their duty in this great crisis. It is important to note that no fewer than 1,479,293 of these are married, for it shows what a serious loss would be entailed if the modified form of Conscription which is proposed were not to be introduced.

Of those who have attested, 215,000 have expressed their willingness to join the Colours immediately. Of the remainder about 429,000—equal, roughly, to fifteen per cent.—have been rejected, presumably on medical grounds. It is, of course, very improbable that all the men who have volunteered will be needed, but it would be manifestly unjust on this account to allow the shirkers to profit at the expense of their more patriotic fellow-countrymen.

Those who have enlisted under the group system will be placed in the Army Reserve without pay, and arrangements will be made to drill them, if they so desire, while they are waiting to be called up. Already Proclamations have been issued calling up the first nine groups. The men who have volunteered to join the Colours forthwith will be allowed to do so, and if it should be found convenient to send them back to their vocations for a time they will receive pay and allowances at the rate of 3s. a day until they are recalled. It will thus be seen that, while providing for the mobilisation of the nation's full military resources, the scheme avoids any unnecessary dislocation of industry, upon the maintenance of which at a high level of activity depends, in large measure, our ability to continue the fight until the enemy is exhausted. As Mr. RUNIMAN pointed out in the House of Commons recently, we can only pay for the munitions produced abroad by safeguarding our exports, and unless these can be maintained the cause of the Allies will suffer as much as if we were to fail to put another million men in the field. Where would the Allies have been without British credit behind them and British industries maintained in a state of efficiency? Not infrequently it has been pointed out that this is a war of machinery even more than of men, and to-day's cables inform us that Mr. LEYD GEORGE has declared that "the task of turning out munitions is more serious than he dare tell. Everything depends upon the workmen of England, who alone can achieve victory for the Empire and Humanity." Such an admission from one who has been represented as a whole-hearted advocate of conscription is a sufficient guarantee that the Government will employ the powers which they seek with moderation and discretion.

A mail for Europe via Siberia closes to-day, at 3 p.m.

Major Henry Lenox Napier, 11th Sherwood Foresters, who lost his life in the sinking of the hospital ship *Anglia*, served with the 1st Battalion in Hongkong and North China, Singapore, and India.

Messrs. Vernon & Smyth are in receipt of telegraphic advice from their Singapore agents that the Raub crushing for the past four weeks is 1,111 ounces of gold, as compared with 1,170 ounces for the preceding period.

Between forty and fifty persons met on New Year's Eve at a farewell dinner in Shanghai to Mr. J. A. Thomas of the British-American Tobacco Co., who is leaving for home, where he will join the London board of directors.

Brigadier-General C. D. Blane, C.B., who has been given the command of a brigade of Artillery units, served as a gunner officer for 33 years. He took part in the China Expedition of 1900, and was in the march to Peking, being mentioned in despatches.

Corporal G. C. Jorge, of Hongkong, formerly a local Volunteer in the Right Section Machine Gun Co., who left here to join Kitchener's Army with the first contingent by the *Delia* and joined the Middlesex Regt. on his arrival in England, writes to a relative in Hongkong that he has left "or Serbia."

The Straits Settlements Government has given its sanction to the formation of a Chinese Company to be attached to the Penang Volunteers. Hitherto an inviolable and illogical distinction has been drawn, officially, between the Chinese of Penang and Singapore in the matter of volunteering eligibility.

Mr. C. F. McWilliams, who represented the Great Northern Steamship Company in Yokohama until the withdrawal of the *str. Minnesota* from the Pacific, has been appointed general agent in the Far East for the Great Northern Railway Company.

Messrs. Hugh Elder and W. A. Shellam, of the Chinese Government Railways who are well-known and very popular officials connected with the terminus of the Peking-Mukden Line, have been granted the honour of "The Tiger" decoration, says the *N.C. Daily News*.

A Tokio message to a Peking paper reports that Dr. Sun Yat-sen was recently married, in Tokio, to Miss Huilin, his private secretary. The bride is the second daughter of Mr. Sung Chia-shu, Chief Accountant of the Chinese Railway Corporation in Canton, of which Dr. Sun was formerly President.

In view of the prosperous business condition of the Company, the Toyo Kisen Kaisha has a project on foot to increase its capital. The question was discussed at the Directors' meeting, but it is still undecided as to the extent of the increase. Some suggest an increase by Y.7,000,000. Even the theory of doubling the present capital (Y.13,000,000) is advanced.

Before Mr. Perkins, American Assessor, and Magistrate Wong, at the Mixed Court, Shanghai, two Chinese carpenters were charged with assaulting Mr. and Mrs. Goldman, of 88, Range Road, Shanghai, by striking them with hammers. They were also charged with defacing and damaging complainants' front door. The case for the prosecution was that Mrs. Goldman had the carpenters to fix some chairs for her, but being dissatisfied with the manner in which they had polished them, she got in another carpenter to do the work properly, deducting the cost of doing so from the money due to the defendants. The defendants went to the house armed with pliers to undo the work they had done, and, upon Mr. Goldman interposing, committed the assault complained of. The defendants were ordered to pay a fine of \$20 each, or in default to go to prison for twenty days.

FORTHCOMING WEDDINGS.

The following weddings will take place in Hongkong shortly:—
Mr. S. H. Dutton, of No. 8, Mountain View, The Peak, to Miss Margaret McGregor Smith, of the Peak Hospital.
Mr. C. M. W. Reynolds, of the *Hongkong Daily Press*, to Miss Jeanne Frances Cooke, No. 1, Morrison Hill.
Mr. J. G. Ward, merchant, of the Hongkong Hotel, to Miss Irene Hobbs, who left home on the *Yasaka Maru*.

ALLEGED TRADING WITH THE ENEMY.

THE CASE AGAINST DAVID SASSOON & CO., LTD.

The case in which Messrs. David Sassoon & Co., Ltd., are summoned for alleged breaches of the Trading with the Enemy Regulations, July, 1915, was again mentioned at H. M. Police Court, Shanghai, on December 30th.

Mr. McKean prosecuted and Mr. B. N. Macleod defended.

Mr. Macleod said he had to ask for a further adjournment in connection with the translation of the books of Zee Nank, as his clients had no desire other than that everything should be done to get to the bottom of the affair.

Mr. Macleod agreed that the position arrived at was as had been stated, and his worship granted the adjournment until January 6th.

A SEA LAWYER.

SEQUEL TO A GAME OF FOOTBALL.

On the 28th December a number of Chinese youths were playing football at Causeway Bay and one of them kicked the ball into the water inside the breakwater.

He went up to a sampan and asked the boatman to pull the ball out. The latter refused, and when the youth jumped on the sampan with the intention, apparently, of recovering the ball, the boatman and his two sons, it is alleged, set upon him and severely assaulted him. He was knocked insensible, and but for the timely arrival of police he would probably have been killed. The boatman and his two sons were arrested, and charged with assault. At the Magistracy yesterday the first defendant stated that he gave evidence for the prosecution over four years ago in a charge against the brother of the complainant, who was sent to prison for three years and ordered to receive twelve strokes with the birch. The brother of the complainant assaulted him, and so he assaulted the latter.

Inspector Gordon said the boatman was a sort of sea lawyer at Causeway Bay, and was undoubtedly "a smart man."

The case was adjourned for enquiries to be made into the old man's statement.

THE WAR.

CZERNOWITZ IN HANDS OF RUSSIANS.

BRISK OFFENSIVE IN EAST GALICIA.

CHANGED SPIRIT ON WESTERN FRONT.

BRITISH TROOPS' SLOGAN.

STORIES OF THE "PERSIA" ENORMITY.

HOTEL LICENCES TO HONGKONG GERMANS.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIAN SUCCESSES AT CZERNOWITZ.

PETROGRAD, January 4th.

It is reported that the enemy has evacuated Czernowitz. The Russian successes deprive the enemy of the use of the Czernowitz-Zalesniki railway, and the Russians likewise threaten the Czernowitz-Kolozia line.

GERMANS FAIL TO CROSS DVINA.

BRISK RUSSIAN OFFENSIVE IN EAST GALICIA.

PETROGRAD, January 5th.

A communiqué says a German attempt to cross the Dvina near Elisenhof failed before the Russian fire.

Germans dressed in white cloaks unsuccessfully attempted to surprise the trenches before Tsergrad.

The Russians in the middle Strypa region in a brisk offensive occupied trenches and the village of Bielavintze, and captured a strong isolated position.

Heavy fighting to the north-east of Czernowitz continues. The Germans counter-attacked to regain their lost trenches, but failed, sustaining the heaviest losses.

RUSSIANS OCCUPY CZERNOWITZ.

PETROGRAD, January 5th.

The Austrians have evacuated Czernowitz. The Russians carried all the heights dominating the town.

TSAR AND RUSSIA'S DETERMINATION.

PETROGRAD, January 4th.

The Tsar, addressing the Knights of St. George, said that Russia would not conclude peace till the enemy had been chased from Russian territory, nor would Russia conclude such peace except in full agreement with the Allies, to whom she was bound by true friendship and blood.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

HEAVY ENEMY BOMBARDMENT.

BRITISH FIRE PREVENTS INFANTRY ATTACK.

LONDON, January 4th.

General Sir Douglas Haig, in a communiqué, says that in the course of intermittent artillery activity we silenced two German howitzer batteries in the region of Armentières and dispersed German working parties to the north-east of Ypres.

The enemy to the north of Albert opened a heavy fusillade on our trenches after several hours' preliminary bombardment, but our fire prevented the development of any hostile attack.

NOTHING IMPORTANT.

LONDON, January 5th.

Both the French and German communiqués reveal no events of importance in any of the war theatres.

[THROUGH REUTER'S AGENCY.]

FRENCH AIR RAID IN MACEDONIA.

SALONIKA, January 5th.

French aviators bombed Petrich, Strumitza, and other towns where troops were observed. The airmen inflicted considerable casualties, especially at Petrich, where buildings collapsed and fires broke out. The aviators were not harmed.

BULGARS PILLAGE VILLAGES ON FRONTIER.

PARIS, January 5th.

A communiqué says that Bulgarians pillaged several villages on the Greek frontier.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE ACTIVITY IN MEDITERRANEAN.

LONDON, January 5th.

The matured shipping opinion is that the submarine activity in the Mediterranean will not continue, especially in view of what has been overcome in Home waters. Lines with mail contracts will not change their route.

STORIES OF THE "PERSIA" OUTRAGE.

FROM THE DINING SALOON TO THE SEA.

ALEXANDRIA, January 4th.

Reuter's correspondent has secured interviews with survivors of the Persia outrage, all of whom are bearing traces of shock and hardship, are bruised, and bandaged, while many were severely battered. One woman has been taken to hospital suffering from a broken leg. The survivors say that the tragedy was so sudden that they have hardly yet realised what has happened. One moment they were in the gayest atmosphere of the dining saloon, and everybody was most jolly; the next moment they were plunged into the sea. Some, shaken and bruised, were placed into open boats, while the luxurious liner had vanished. The explosion shook the liner from stem to stern. Only those going on deck promptly could hope to escape. The water poured in very rapidly, until those reaching the deck merely slid into the sea. Others were swept away by the waves in an instant. The successful lowering of the four boats was a brilliant feat, all working bravely, quietly, and quickly. Many who were picked up from the water emphasised the kindness of their rescuers and the comforts provided on landing.

AMERICAN'S THRILLING NARRATIVE.

ALEXANDRIA, January 4th.

The first narrative of the outrage was given by the American, Mr. Grant, to Reuter's correspondent. Mr. Grant said he was sitting in the dining-saloon at about 1.5 p.m. and had just finished soup, the steward asking what he required next, when a terrific explosion occurred. The saloon was filled with smoke and steam from the boiler, which had burst. Glass was also flying about.

There was absolutely no panic. All behaved exactly as if they were merely at drill. Each went up on deck and reported himself at his lifeboat station. The vessel was soon listing badly, the people clinging to the rail. The last thing Mr. Grant did was to tie on Captain Sprickly's lifebelt. The latter, who was a military officer, is missing. The vessel listed once more, and Grant slid over the rail into the water.

It was impossible to launch the starboard boats. Grant was sucked down. His shoe caught in a rope, but he disentangled himself and came to the surface, clinging to the wreckage. He got a final glimpse of the liner with her bow in the air, diving downward five minutes after the explosion. Then he collected wreckage for others who were struggling in the water. Five boats soon pulled in amongst the swimmers and those who were struggling, rescuing all possible.

The overloaded boats subsequently redistributed their occupants. Four boats roped themselves together, and a fifth was further away.

[THROUGH REUTER'S AGENCY.]

"My boat at 3.30 p.m. separated from the others in order to search the more frequented channel. We rowed for three hours and then sighted a cruiser. We hailed her, shouting 'We are English.' When the warship was near enough we explained that we were survivors from the Persia and indicated the whereabouts of the others. The other boats were found at 7 p.m."

Mr. Grant paid a fine tribute to the kindness of the British blue-jackets. He declared that Consul-General McNeely sat at the same table as himself, but he did not see him, probably because McNeely's cabin was on the listing side of the liner. He concluded by describing the scene in the water as being of the utmost horror. The sea was black as soot. Men, women, and children were struggling, and some emitted awful cries. Others were saying "Good-bye." Afterwards those in the boats found solace in singing hymns.

A MEMORABLE 15 MINUTES.

ALEXANDRIA, January 4th.

A young lady, interviewed by Reuter's correspondent, said she was just beginning her lunch when the explosion occurred. She ran to her cabin for a lifebelt, and was twice thrown down in the passage by the rocking of the liner. She snatched her lifebelt and rushed to the deck, fell in the companion-way, but was determined not to die in the vessel. She reached the deck when the liner lurched again. She was thrown down and badly shaken but adjusted her lifebelt and jumped into the sea, being rescued in a quarter of an hour.

Others had similar experiences. Mothers went in quest of their children and never returned. Indeed, only two children were saved. The Chief Officer went down with the ship, but was picked up. He says that the Captain also went down with the liner.

The survivors lost everything and suffered from cold when in the boats, as they lacked warm clothing.

AMERICA AND THE ENORMITY.

WASHINGTON, January 4th.

The submarine situation is admittedly grave. It is officially announced that President Wilson and Mr. Lansing are taking every means to obtain full information upon which to act immediately. The Cabinet meeting has been cancelled because details concerning the Persia outrage are not yet available.

"PERSIA'S" LARGE MAILS.

CAIRO, January 5th.

The Persia carried exceptionally large mails. Eleven thousand bags were landed at Malta. The exact number for Egypt and India is unknown, but it is thought to be between 20,000 and 30,000 bags, all of which have been lost.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PROGRESS OF ITALIANS.

ROME, January 5th.

A communiqué says that the Italians occupied higher positions on the mountains near Riva and also took two trenches on Mont Esperone. A slight advance was made in Carso.

GENERAL.

[THROUGH REUTER'S AGENCY.]

VITAL IMPORTANCE OF MUNITIONS.

EVERYTHING DEPENDS ON THE BRITISH WORKMAN.

LONDON, January 4th.

In the House of Commons Mr. Lloyd George, speaking on the Munitions Amendment Bill, said the task of turning out munitions was more serious than he dared tell. Everything depended upon the workmen of England, who alone could achieve victory for the Empire and humanity.

The third reading of the Munitions Amendment Bill, which meets the objections of Trades Unionists, has been agreed to by the House of Commons.

RESIGNATION OF HOME SECRETARY.

LONDON, January 4th.

In the House of Commons Mr. Asquith announced that Sir John Simon, Secretary of State for Home Affairs, has resigned.

[THROUGH REUTER'S AGENCY.]

HOTEL LICENCES TO GERMANS IN HONGKONG.

MR. BONAR LAW'S STATEMENT IN COMMONS.

LONDON, January 5th.

In the House of Commons, replying to Sir E. Cornwall with reference to the granting of licences of hotels in Hongkong to Germans, Mr. Bonar Law said that there was no question of policy involved. The Executive Council acted throughout in a judicial capacity under the Licensing Ordinance.

LORD DERBY'S FIGURES.

SINGLE MEN STILL LAGGING BEHIND.

LONDON, January 5th.

The men available under Lord Derby's scheme are as follow:—

	Single.	Married.
Offered services	2,179,231	2,832,210
Rejected	1,150,000	1,079,263
Enrolled for immediate service	207,000	221,853
Enrolled under group system	103,000	112,431
Failed to offer service	840,000	1,344,979
Of the latter figure, 378,071 are classed as indispensable, and others are engaged in national services, which leaves a total of 461,908 single-men who have not volunteered, which the report describes as far from being a negligible quantity. Therefore, it is impossible to utilise the services of the married men until the single men have been secured by other means.	1,029,231	

Of the latter figure, 378,071 are classed as indispensable, and others are engaged in national services, which leaves a total of 461,908 single-men who have not volunteered, which the report describes as far from being a negligible quantity. Therefore, it is impossible to utilise the services of the married men until the single men have been secured by other means.

LORD DERBY'S SCHEME.

FOUR MORE GROUPS CALLED UP.

LONDON, January 4th.

A proclamation calls up groups 6, 7, 8, and 9 under Lord Derby's scheme on the 8th February.

LOYALTY OF YOUNG INDIAN - AND A BETTER UNDERSTANDING.

LONDON, January 5th.

The report of Mr. C. E. Mallett, of the Indian Students' Department, shows the loyalty of the young Indians in England. A few have enlisted in British Battalions, but the majority have joined the Indian Volunteer Ambulance Corps, in which 272 have enrolled. Mr. Mallett is hopeful that a realisation of common interests due to the war will lead to a better understanding between English and Indian students in the future. He says, also, that there are indications that the suspicion and dislike with which some of the young Indians viewed the Department were yielding to a truer realisation of the facts.

Mr. Campion, the Engineering Adviser, emphasises the need of a thorough scientific education in India before students come to study engineering in Great Britain. He calls attention to the numbers who come to study civil engineering in Great Britain, where the opportunities of practical training are fewer than in India.

Regarding the selection of technical scholars, the Report suggests that well-educated students be selected for training in British Universities and workshops for responsible posts. Men of less education should be chosen to complete their training as mechanics in British workshops.

OBITUARY.

LADY WILSON.

LONDON, January 5th.

The death is announced of Lady Archdale Wilson, widow of the captor of Delhi.

ITALIAN RECRUITS.

General Galleni, advocating in the Italian Chamber a bill authorising the early training of the 1917 class, said he wanted them ready in the spring of 1916, when, in agreement with our Allies, our reinforcements and armaments will enable us to make a decisive effort.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

FINANCIAL.

PEKING, January 5th.

The Salt Revenue returns total \$65,000,000, an increase of \$5,000,000.

The Maritime Customs collection totals Haikwan taels 36,742,000, a decrease of Haikwan taels 2,135,000. There were increases in Harbin, Dairon and Hankow. All the foreign obligations secured on the Customs' Revenues have been fully met to the end of December.

MISSION TO THE MIKADO.

PEKING, January 5th.

Chow Taz Chi, Minister of Agriculture, heads the mission to Tokyo, leaving on the 15th, to offer congratulations to the Mikado.

JAPAN AND THE COTTON TRADE.

QUESTION IN THE COMMONS.

In the House of Commons on November 26th, Sir J. D. Rees asked whether raw cotton was now being exported in large and increasing quantities from India to Japan, whence it was returned to the former country in the shape of manufactured piece-goods, the imports of which were increasing in such quantities as to compete successfully with the like locally made goods, and to threaten Lancashire products of the same character; and whether there was any reason to suppose that the Japanese Government was giving a bounty and Japanese shipping companies were quoting specially low rates of freight in this behalf.

Mr. Chamberlain replied that the exports of raw cotton from India to Japan for the six months from April to September, 1915, amounted to rather over 3,000,000 cwt., an advance of about 30 per cent, on the corresponding figures for the previous two years. Imports of cotton piece goods into India from Japan had considerably increased during the present year. He had no information that the Japanese Government gave bounties in respect of these imports.

SHIPPING NOTES.

JAPANESE STEAMSHIP SERVICE TO SOUTH SEAS.

The Government-General of Formosa has decided to pay an annual subsidy of ¥150,000 commencing the next fiscal year for the establishment of a regular line of steamers between Formosa and the South Seas.

According to the proposal, the new service will be between Keelung and Balikpapan via Amoy, Swatow, Hongkong, Manila, Sandakan, Bulny, Sawara, Singapore, Batavia, Samarang, Sourabaya, Macassar, and Balikpapan. On their return voyage the steamers will call at Manila, Hongkong, Swatow, Amoy and Tamsui. It is believed that the Oka Shosen Kaisha will underwrite the contract of the new line. At present the company is running a line between Keelung and Hongkong with two steamers, but in the event of the concern receiving the contract for the proposed line four steamers will be employed.

THE TOY-MAKERS OF JAPAN.

LARGE FOREIGN ORDERS.

While the European war has brought depression to many branches of trade in Japan, the manufacturers of celluloid toys, at any rate, have found it profitable. They are working to their utmost capacity to meet the growing demand for their wares abroad. Australia comes first with the largest orders, with England a close second, and India, China, Hongkong and the United States following with about as large demands.

The orders come in lots of 1,000 to 5,000 dozen for one kind of article, consisting mainly of dolls and animals, the Japan Times says. They are mostly destined for European markets.

The manufacturers in Japan have been busy since the war started, but of late the volume has increased with such surprising rapidity that all factories have doubled their hands and are running the machines day and night.

This sudden increase of demand is explained by the fact that thirty celluloid factories in Germany have been utilised as munition works. The materials for the toys, at the same time, have become short since April of this year, and the stocks in the hands of wholesalers in Holland and the United States have been almost exhausted.

Prior to the war Germany monopolised the world's toy market, but to-day Japanese goods are driving out the German-made articles. If this be continued, with further improvement in the workmanship and a reasonable price maintained, the Japanese celluloid toys will find a permanent market in the world. There is only one celluloid factory in Japan to-day, but as there is an abundant supply of sulphur in Taiwan this trade may yet achieve one of the principal places among Japanese export goods.

An Essen telegram states that the clear profit last year of Krupps amounted to 86,400,000 marks (\$4,320,000), as compared with a profit of 33,900,000 marks (\$1,695,000) in the preceding year. A dividend of 12 per cent has been distributed.

NOW IN PREPARATION.

THE DIRECTORY
AND CHRONICLE
1916.FOR CHINA, JAPAN, COREA, INDO-
CHINA, SIAM, STRAITS SETTLE-
MENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP-
PINES, BORNEO, ETC.

FIFTY-FOURTH ANNUAL ISSUE.

The Compilers invite the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to cooperate with them by returning promptly the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1916 issue of the volume are asked to do so without further delay.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated.

The Directories and Descriptions are of:-

CHINA.		
Peking.	Beichow.	Canton.
Tientsin.	Chinkiang.	Whampoa.
Chowangtao.	Nanking.	Kowloon.
Taka.	Wuhu.	Lappa.
Astung.	Kewling.	Samshat.
Manchurian.	Hankow.	Kongmoon.
Trade C'tres.	Yochow.	Nanning.
Newchwang.	Shanghai.	Wuchow.
Dairen.	Ichang.	Kwangchow.
Port Arthur.	Chungking.	Pakhoi.
Chefoo.	Hangchow.	Hoikow.
Weihsaiwei.	Ningpo.	Lungchow.
Singau.	Wanchow.	Mengtze.
Mukden.	Santu.	Hokow.
Shanghai.	Poochow.	Sensao.
Swatow.	Amoy.	Tengyueh.

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Keelung.
Yokohama.	Moji.	Tainanfu.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate.	Amoy.
Shimonoseki.	Tamui.	

EASTERN SIBERIA.

Vladivostock.	Nicolajevsk	
CHOSŌN.		
Seoul.	Wonsan.	Mokpo.
Chemulpo.	Fusan.	Chinsampo.
Kusan.	Pingyang.	Songchin.

HONGKONG AND ITS DEPENDENCIES, MACAO
AND THE STRAITS SETTLEMENTS.

Manila.	Amoy.	Taiwan.
Amoy.	Amoy.	Amoy.

PHILIPPINES.

Manila.	Amoy.	Taiwan.
Amoy.	Amoy.	Amoy.

BORNEO.

Manila.	Amoy.	Taiwan.
Amoy.	Amoy.	Amoy.

MALAY STATES.

Manila.	Amoy.	Taiwan.
Amoy.	Amoy.	Amoy.

NETHERLANDS INDIA.

Manila.	Amoy.	Taiwan.
Amoy.	Amoy.	Amoy.

NAVAL SQUADRONS.

Manila.	Amoy.	Taiwan.
Amoy.	Amoy.	Amoy.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LISTS OF TRADES AND PROFESSIONS at the larger Commercial Centres.

The ALPHABETICAL LIST OF RESIDENTS of the last half century in the Far East contains the names of over 30,000 FOREIGNERS, arranged, with the initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports in the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Codes, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information. The CHRONICLE and DIRECTORY, though contained in every possible manner, contains every year more pages.

Johnstone & Co.
The Wine Merchants of the East.
NAPIER
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

MASS OF ERUPTION
ON HEAD AND FACE

Poke Out with Pimples. Spread Rapidly. Had to Have Hair Cut Close. Looked Dreadful. Used Cuticura Soap and Ointment. Head and Face Clear.

7. New St. Ottery St. Mary, Devon, Eng.—"Some time ago my little girl's head broke out with one or two tiny pimples which spread so rapidly that in a short time her head and face were one mass of eruption. It broke into a mass of running sores. As soon as one would dry another would break out in another place until her head was completely covered. I had to have all her hair cut quite close and she went about with her head covered in handkerchiefs for quite six weeks. It looked dreadful and I never expected to see her head clear again."

"I used various things but nothing seemed to do it any good until I got an account of a cure by Cuticura Soap and Ointment. I thought I would give them a trial. It yielded to the treatment. I had only one tablet of Cuticura Soap and one box of Cuticura Ointment and before I had finished using them her head and face were clear. I have never seen any sign of its return." (Signed) E. Simmons, Jan. 29, 1914.

Sample Free by Post.
Cuticura Soap and Ointment are sold everywhere. A single set is sufficient. Sample of each with 32-p. Skin Book free from nearest depot. Address: F. Newberry & Sons, 27, Charterhouse St., London, or P.O. Box 2, C. Corp., Boston, U.S.A.

HAVE YOU A
BAD LEG

with wounds that discharge or otherwise, perhaps surrounded with inflammation and swollen, that when you press your finger on the inflamed part it leaves the impression? If so, under the skin you have poison, which festers all the tendons you have tried. Perhaps your knees are swelling, the joints being affected, the same with the ankles, round which the skin may be discoloured, or there may be wounds, the disease, if allowed to continue, will deprive you of the power to walk. You may have attended various hospitals, and been told your case is hopeless, or advised to submit to amputation, but do not try the Grasshopper Treatment, which is a sure and certain restorer in cases of Bad Legs, Ulcers, Joints, Rheumatism, Bone, Follicular, Herpes, Abscesses, Glandular Swellings, Carbuncles, Burns, Scalds, Insect and Dog Bites and all Skin Diseases. Send at once to the Drug Stores for a box of

GRASSHOPPER
OINTMENT AND PILLS.

Prepared by ALBERT, Albert House, Park Road, London, England. Price in London 1/6. Sold everywhere. Agents: A. B. Watson & Co., Ltd., Hongkong.

FOR NERVOUS EXHAUSTION
LOSS OF MEMORY AND DEBILITY
and
FEELS THE NERVES
CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME
It increases vitality, energy, and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP

OUR ENGINEERING TRADE
WITH CHINA.

An enormous field will be open in China to British engineering trades after the war provided that the efforts put forth by British firms receive adequate support at the hands of the Government and of the banks which conduct business with the Far East and whose principals are quite familiar with the customs and business methods of the people. Indeed, the European conflict is said to have shown even to China her own particular weak spots and to have evoked the endeavour to become independent of other countries as far as possible by the more extended working of her natural resources and their conversion into manufactures. In this respect China will require the assistance of other countries, and the three which are chiefly concerned as competitors in the matter are Great Britain, Germany and the United States. Apart from the action taken on behalf of its members by the British Engineers' Association, an official inquiry has been completed over an extensive area by Mr. T. M. Ainscough, special commissioner of the Board of Trade, who recently returned to this country after having devoted sixteen months to a tour of investigation which embraced seventeen out of the twenty-one provinces in China. In the course of an interview, the Commissioner is reported to have stated that although it may not be possible for the moment thoroughly to take advantage of the chances offered by the war for consolidating and extending their sphere of activity in China, British manufacturers and merchants should take steps to prepare for the opportunities which will be available on the conclusion of peace, and that those representatives who are to be sent out should be trained so as to acquire an expert knowledge of the language, customs and business methods. The Commissioner further remarked that engineering machinery and plant were in request and would be in greater demand after the war, and that the engineering industry should consider how it was proposed to deal with it in order to meet German competition. It is admitted that Teutonic competition in the past has been serious, but the war has prevented German goods from reaching China, except in the case of shipments forwarded through neutral countries.

The Germans take a rosier view of the position than we believe, is justified. A report received from Shanghai by the Commercial Treaties Association of Berlin and published on October 27th announced that the general situation of trade was unfavourable and that business activity, particularly in industrial branches, had been brought to a standstill, and that as a consequence it was almost impossible for the commercial rivals of Germany to conclude transactions and out Teutonic trade. If the statement that a demand for machinery and plant exists is contrasted with the reports of stagnation in industrial branches, the inconsistency will at once become obvious, and we prefer to accept the declaration of the British Commissioner, which is based upon the information gained after an extensive inquiry over a considerable portion of China, to that made in the report from Shanghai, which, whilst probably correct for that district, must necessarily be more or less of a local character, or it may have been designedly coloured for the purpose of stamping the Teutonic report with inaccuracy is an error in another important particular. We are told, for instance, that interests in the United States are troubling themselves very little about the Chinese market; in any case, not more than in former years, except in certain special articles which are not specifically enumerated. But, according to the September issue of the *Journal* of the American Asiatic Association, grandiose plans have been conceived in American Government circles for the extension of United States trade with China. The plans have been prepared by the United States Ambassador in Peking, the commercial attaché there, and Dr. Pratt, chief of the Bureau for Domestic and Foreign Commerce at Washington. The return of the Ambassador to the United States is associated with these plans, and the commercial attaché is to travel in the United States in the ensuing winter in order to advocate their execution. In the first place, the scheme aims at the establishment of an American bank to induce capitalists to become interested in mining and industrial undertakings in China. Next to this it is proposed to endeavour to secure the Chinese market for the United States machinery industry, and it is also suggested that cotton spinning mills, electricity works, tanneries, and all kinds of factories with American machinery should be erected in China, where it is likewise hoped to obtain a good market for railway materials. Apparently the American Asiatic Association approves of the plans, although the difficulties of extending the American sphere of activity in China are pointed out, particular stress being laid on the uncertainty as to the measure of support which may be given by the Government.

The American plans for developing the export trade with China, which do not appear to be directly associated with any schemes which may be contemplated by the great individual steel and machinery works, are as significant of the desired furtherance of business in the Far East as is the wish for recovery of trade in that region by the Germans after the conclusion of peace. In the case of the Shanghai report previously referred to, it is mentioned that the Chinese will require European experts and machinery for the opening up or extension of the mines, and that these opportunities will afford the Germans very profitable prospects of doing business. It is, however, stated that after the compulsory liquidation of branches of German firms at Hongkong the lesson to be learned is that no German firm should dispose of English goods in the future. Apparently this assertion has been made with the foreknowledge that no British firms will be permitted to become competitors in the future, to the ultimate disadvantage of the former and the advantage of the latter and of rival manu-

AUSTRO-GERMAN FIGHTING
STRENGTH.CRITICAL SHORTAGE
APPROACHING.

The military expert of the *Bourse Gazette* estimates the present total of enemy forces engaged on all frontiers at 160 to 170 divisions of Germans and 60 to 84 divisions of Austrians. This estimate does not include cavalry, of which the enemy has 23 divisions on the Russian front alone. These figures do not represent the total available forces of Germany as there are gaps in the numbering of the divisions and previous experience teaches that the lacking numbers on fighting fronts represent divisions formed and training in the interior of Germany but not yet efficient. Moreover, not all divisions actually employed at the front are fully drilled men.

It is now customary to form corps out of inefficient divisions, and therefore the total number of German army corps usually in the fighting front is not 80 to 81, but something less. The remaining Austrian corps are disposed of on the Italian front and one on the Serbian front. These last may be safely estimated at their full complement, so that the enemy without counting Bulgaria has eight full army corps or over 300,000 men on the Serbian front. It is the German custom to deplete those corps which are acting on the defensive in order to fill the complements of corps forming armies which are attacking. Thus it is practically impossible to arrive at any trustworthy estimate of the numbers of men actually engaged at any given time.

The *Morning Post* Petrograd correspondent says: "It is practically certain that the Germans are now not merely short of men, but that the shortage is reaching a degree which may mean imminent catastrophe. Russia in closely concerted action with all the Allies is keeping the Germans at full stretch on all fronts. This means that Germany and her allies are kept strenuously at work over an extent of front which new totals something well over two thousand miles, to say nothing of the slow drainage of her vital strength by the unremitting measures of the sea power in the North Sea, the Baltic, the Black Sea, the Aegean Sea and the Mediterranean, and the war in Armenia. The neutral waters of the navigable Danube should be added as not the least in the list of areas where sea power is making itself increasingly felt against the Germans."

facturers in Germany. As is known, the Teutonic hope to depend to some extent, in the case of the British University at Hongkong, upon the engineering education of the Chinese as one of the means for securing orders for machinery on the principle that when Chinese students become qualified engineers and occupy important positions they will naturally turn to the country with whose types of machinery and technical terms they have become acquainted. It was for this purpose that influential interests in Germany formed a few years ago the Association for the Erection of Technical High Schools in China, whilst the German Asiatic Society was constituted generally for the promotion of export trade with Far East. A meeting of the committee of these two associations has just been held in Berlin, where it was mentioned that despite the many difficulties caused by the war, the medical and engineering school established at Shanghai had developed during the past twelve months in an entirely satisfactory manner, that ways had been found for the maintenance of the connection between Berlin and the Shanghai institution, and that many of the teachers and students at the Shanghai Technical High School had proceeded to the Shanghai school after the occupation of Tsingtau by the Japanese.

The meeting adopted a resolution expressing the opinion that it was now more urgent than ever to maintain the school at Shanghai and to erect further German-Chinese schools in the interest of the German share in the Chinese market, and that energetic resistance should be offered to the efforts made by their enemies, especially the English, to exclude Germany from the Chinese market. A resolution of this nature, coming as it does from the representatives of highly influential manufacturing and financial circles, is deserving of careful consideration in Great Britain, as it tends to show how keen will be the Teutonic attempts after the war to recover lost positions. A curious example of how things may work out in favour of a defeated enemy may here be mentioned. On the fall of Tsingtau a large number of German prisoners were taken and are now in comfortable quarters in Hongkong and Japan.

Many, if not most, of these men were engaged in Chinese commerce, and when they are released will return to China with all the knowledge necessary for re-establishing their business. On the other hand, a large proportion of the most active Englishmen in China have joined the forces, and are now fighting, or have already given their lives for their country. Thus the Germans will actually enjoy a post-war advantage from having been defeated and made prisoners, unless steps are taken to prevent it. Some people contend that if it is impossible to exchange these prisoners it would be better to send them back now to Germany, as they are almost sure to be enlisted and sent to the front.

We do not object to *bond-fide* rivalry such as we generally find in the case of American firms, but British firms will have to keep themselves thoroughly on the alert if they intend to obtain a larger share of the Chinese trade by seeking to frustrate Teutonic competition. This object should be achievable by private enterprise having the backing of Government circles and the aid of our financial institutions. Unless these facilities are rendered available, note that they are recognized to be necessary by the American Asiatic Association, what is there to prevent the Germans from again raising the occasion and trying to flout us once more in the Far East?—*The Engineer*.

BRITAIN'S ARISTOCRACY AND
THE WAR.THE PATRIOTISM AND LOSSES OF
NOBLE HOUSES.

[SPECIAL CORRESPONDENCE TO "THE SUN".]

The old French adage *noblesse oblige* has never been more true than now, as has been clearly demonstrated by the part played by the aristocracy of Great Britain in the present war. No recruiting officers, no bands or parades have been needed to bring the sons of the finest families of Britain to the colours. They have rallied, fought and fallen in so great numbers that there is practically not a noble house in all the United Kingdom to-day which is not in mourning.

Sole heirs, eldest sons, youngest sons, fathers and brothers of the greatest and most famous English families went to the front at the very onset and are now in the trenches in France and at the Dardanelles or on the high seas. There can be no doubt that the peer of England is paying toll not less willingly but even far more than the men of the working classes.

An illuminating illustration of this fact was given recently when the members of the much-abused House of Lords refused to pass a motion authorizing the return from the front of those of its members who had gone to the firing-line.

Many other gallant young officers who led their men to glory on the western front at Mons, at the Marne or in Belgium at Ypres, Neuve Chapelle and Loos, were the direct descendants of those who fought and fell at Waterloo, at Ocrey and at Poitiers.

ARISTOCRACY THINNING.

The terrific blow dealt to the great families of Britain by the great war has caused many to express serious fear that the conflict which is now raging in Europe will completely extinguish the British aristocracy. In fact, it is being seriously proposed that where there are deaths of sole heirs by war special remainders shall be instituted so that the titles shall descend to heirs female or heirs general, thereby preserving the peerage.

In the usual patent of nobility the title only descends to heirs of the body male and special remainders are granted only in cases where some great national service has been rendered, as in the case of Lord Roberts, whose peerage descends through his daughter, and Lord Kitchener whose earldom upon his death will descend to his brother or his brother's children.

Already five peerages are without heirs in remainder through the war, namely, the marquessate of Lincolnshire and the baronies of Knarborough, Playfair, Ribblesdale and Stamfordham.

Six peers have already been killed, namely, Lord Congleton, Hawarden, Brabourne, Annesley, De Freyne and Petre.

Nearly thirty heirs to peerages have been killed and almost as many wounded. Fifty sons of peers have been killed and the number wounded is in the hundreds.

Brothers of peers, baronets and knights who have either been killed or wounded number a great total.

How heavily the titled families have contributed themselves to this conflict may best be imagined when it is stated that 213 peers and 424 sons of peers are already serving with the colours.

BOYS SUCCEEDED TO TITLES.

The havoc that this war has played with the aristocracy may be best indicated by a partial list of members of prominent families killed, including Lord S. D. Compton, a Lieutenant in the Royal Horse Guards, brother and heir presumptive of the Marquis of Northampton; Capt. M. A. de Tuyl, of the Tenth Hussars, youngest son of the Duchess of Beaufort; Major the Hon. C. B. O. Freeman-Mitford, D.S.O., eldest son and heir of Lord Redesdale. The four other sons of Lord Redesdale are serving with the colours, two in the army and two in the navy. The last to join was the Hon. John-Freeman-Mitford, who was formerly attached to the British Embassy in Berlin and about two years ago married the daughter of the German coal king, Herr von Friedlander. The Hon. Colwyn Phillips, elder son of Lord St. David's, was an early victim of the war. His brother Roland, who is now sole heir, is a Lieutenant in the cavalry.

When the Earl of Erne died his son and heir, Major Viscount Orlington, who had been enquired to the King, was reported to have been taken prisoner in Germany. Later information showed he died from wounds about the same time as his father. Viscount Orlington left a son born in 1907, who at the early age of 8 years has become the Earl of Erne.

Another pathetic case is that of Capt. Lord Guernsey, whose little son Michael, born in 1908, becomes the heir to the earldom of Aylesford.

Through the death of Viscount Northland, the only son of the Earl of Ranfurly, the heir to the earldom is Northland's little baby, born in May of this year.

Lord Killanin's heir is now the baby son of Lieut.-Col. S. H. Morris, who was killed some months ago.

Lord Ninian Crichton-Stuart, who has lost his life in the war, was brother to the Marquis of Bute. He was also descended from about the last of the royal favourites. This was the Earl of Bute, who was friend and counsellor to the boyhood of George III. It was he who was responsible for the doctrine that a King should not only reign but govern. "George, be a King," was the precise formula. The popular party lampooned the favourite freely by exhibiting a "jockboot" rather a clumsy stroke of satire.

When Capt. Charles Monck was killed his nine-year-old son became heir to his grandfather, Viscount Monck.

Lord Congleton is succeeded by his brother, the Hon. John P. Farnell, a Lieutenant in the army, and the heir to the title is his brother William, who is 11 years of age.

Lord Kinnaird, who is well-known for his advocacy of temperance, has lost his eldest son, Captain Douglas Kinnaird, while another son is serving in the army.

Lord Balfour of Burleigh's eldest son, the Hon. Robert Bruce, the Master of Burleigh, was killed, and his brother is with the colours.

The death of Lord Annesley resulted from his being shot through the head while making a brilliant aeroplane attack upon Ostend.

The death of Captain the Hon. R. Wyndham, heir presumptive of his brother, Lord Leconfield, and nephew of Lord Rosebery, makes the third member of the Wyndham family to fall in the war.

Lord Cowdray, head of the famous firm of Westman-Pearson, so prominent in the oilfields of Mexico, lost his third son, the Hon. Francis Pearson, who enlisted as a private, was taken prisoner, and shot while trying to escape.

Only recently Captain the Hon. Agar Roberts died of wounds. He was the son and heir of Viscount Chiffen and represented a Cornish constituency in the House of Commons. He was a member of an inseparable trio consisting of Neil Primrose, Earl Rosebery's second son, and Jimmy Rotherchild, Capt. Roberts was the Cornish member of the House of Commons, and his nephew in speaking was greatly enjoyed. He frequently broke the rigid etiquette of the House by uttering such expressions as "I don't mind betting."

All American turfmen who came to England will recall with regret the death of the Hon. Francis Lambton, the youngest brother of the Earl of Durham. He was a Lieutenant in the Royal Horse Guards, and before the war maintained successfully a training stable at Newmarket for Sir Ernest Cassel.

The death of Capt. Andrew de Ver Maclean leaves that romantic figure Kaid Sir Hurry Maclean, the real ruler of Morocco for so many years, childless.

DIED FOR THEIR COUNTRY.

Others who have fallen for their country are: Capt. Lord Richard Wellesley, the second son of the Duke of Wellington; Major the Hon. William Cadogan, the third surviving son of the late Lord Cadogan; the Hon. Hugh Darnley, the second son of Viscount Downe; Capt. the Hon. John Boyle, the third son of the Earl of Glasgow; Lord Charles Merces Noire, son of the Marquis of Lansdowne, Unionist leader of the House of Lords; Lieutenant the Hon. H. R. Hardinge, the heir of Viscount Hardinge and nephew of the Viceroy of India, whose eldest son, Lieutenant the Hon. T. O. Hardinge, D.S.O., died of wounds in December; Lieutenant the Hon. Arthur S. Coke, second son of the Earl of Leicester; Captain the Hon. William Andrew Nugent of the Fifteenth Hussars, brother and heir of the Earl of Westmeath, who died of wounds; Captain the Hon. R. G. E. Morgan Grenville, Master of Kinloss; Captain Hon. O. H. M. St. Clair, son of Lord Sinclair, and Major Lord John Spencer Cavendish, youngest brother of the Duke of Devonshire.

The death of Lord Ribblesdale's only surviving son, the Hon. Charles Lister, removed an interesting character. Twenty-seven years of age, he enlisted in the Hood Battalion of the Royal Naval Division and was wounded in two engagements previously to sustaining in the third the wounds that caused his death. While at Eton he created a sensation in that ultra-conservative school by declaring himself a convert to socialism.

Later he joined the independent Labour party and was a sincere worker in the cause until a bitter attack on his family by a socialist paper caused him to resign from the Labour party and to eschew socialism. At the outbreak of the war he was attached to the British Embassy at Constantinople.

Lord Stamfordham, the private secretary to King George, has lost his only son, Capt. J. M. Bigge; Lord Desborough, the famous sportsman, has lost two sons, his eldest, the Hon. Julian Grenfell, and a younger, S. W. Grenfell.

Death has claimed the eldest son and heir of the Earl of Yarmouth, and two other sons, the Hon. George and the Hon. Marcus Rackville Potham, are fighting in Flanders.

AUTHOR'S SON KILLED.
Aside from the peerage the rolls include familiar names such as Lieut. Arthur O. Hornung of the Third Essex, the son of E. W. Hornung, author of "Raffles"; Lieut. C. Holland, the son of Oscar Wilde, and Lieutenant M. L. Braithwaite, attached to the Royal Flying Corps, who was a brother of Miss Lillian Braithwaite, the well-known actress.

The death of Lord de Freyne recalls the interesting romance of his marriage with an innkeeper's daughter, his disappearance and discovery in the American army, where he enlisted as a private. He is succeeded by a half-brother. On the day Lord de Freyne died another half-brother was killed.

All the great families are in mourning and the end is not yet in sight.

A GALLANT AIRMAN.

The D.S.O. has been awarded to Flight-Commander Smyth Pigott for specially gallant service in Turkey on the night of November 13th. He volunteered to attack the great bridge of Lule Burgas, crossing the Maritima river connecting Constantinople with Dedeagatch and Sofia. Commander Smyth Pigott located the bridge by moonlight which was shining on the river, and descended to within three hundred feet before he released his bombs. The bridge guards fired at him heavily, but despite engine troubles which developed on his aeroplane before he reached the bridge he returned in safety after a four hours' fight.

[illegible]

SHIPPING

ARRIVALS.
CHENAN, British str., 1,350, Tubbon, 5th January—Shanghai, 2nd January, General—Butterfield & Swire.
PAUSANG, British str., 1,410, H. S. Malkins, 4th January—Hongkong 2nd January, Coal—Jardine, Matheson & Co.
FUKUI MARU, Japanese str., 3,087, H. Ohsaki, 4th January—Mojji 29th December, Coal—Mitsui Bussan Kaisha.
HAIRUN, British str., 641, A. H. Stewart, 5th January—Fochow 4th January, General—Douglas Laprak & Co.
HELEUS, British str., 4,810, A. D. Baker, 5th January—Manila 2nd January, General—Butterfield & Swire.
HEINCHANG, Chinese str., Wm. Munro, 5th January—Shanghai 2nd January, General—Order.
GLENFALLOCH, British str., 1,424, S. Mackenzie, 4th January—Amoy 3rd January—Order.
KWANGSE, British str., 1,228, W. Barkus, 5th January—Wuhu 30th December, Rice—Order.
SHOHSING, British str., from Canton, 5th January.
TAISUN, Chinese str., from Canton, 5th January.
TAISHO MARU, Japanese str., 1,995, Nakamura, 4th January—Port Arthur 29th December, Coal—Mitsui Bussan Kaisha.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
JANUARY 5th.
KAMAKURA MARU, Jap. str., for Kobe.
SHOHSING, British str., for Hongkong.

DEPARTURES

JANUARY 5th.
CHENAN, British str., for Canton.
CHUNSHAN, British str., for Hongkong.
DAIGI MARU, Jap. str., for Haiphong.
HAIVANG, British str., for Singapore.
KWANGSE, British str., for Canton.
KAWACHI MARU, Jap. str., for Yokohama.
NANYO MARU, Jap. str., for Yokohama.
TAMING, British str., for Manila.
YINGCHOW, British str., for Shanghai.

PASSENGERS

ARRIVED.
For Hainan, from Fochow, for Hongkong, Mr. Leelan, Mr. Grundy, and Mr. Murdoch.

VESSELS EXPECTED

THE ENGLISH MAIL.
The P. & O. str. Nellie left Singapore for this port on the 2nd instant, morning, with the outward English Mails and is due here on the 7th instant at about noon.

MERCHANT STEAMER.

The str. Otago, of the Australian Oriental Line, left Sydney for Hongkong via usual Australian and Philippine ports on December 24th, and may be expected to arrive on or about January 10th.

LATEST STEAMER MOVEMENT

The Empress of Japan left Vancouver on Saturday, the 1st inst., p.m., and is due to arrive at Hongkong on Sunday, the 2nd inst.

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN LINE.

(ELLESMAN AND BUCKNALL STEAMSHIP Co., Ltd.)

FOR BOSTON AND NEW YORK
VIA CAPE OF GOOD HOPE
 (With Liberty to call at the Malabar Coast).

THE Steamship

"KATHLAMBA"
 6,382 tons, will be despatched as above on WEDNESDAY, 12th January, 1916.
 For Freight and further particulars, apply to **THE BANK LINE, LTD.**, Agents.

Hongkong, 26th December, 1915. [102]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA"
 Captain H. R. Hetherington, R.N., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 14th January, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "ARABIA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "KATASAKI" due in London about the 26th Feb., 1916. Passes will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars apply to **E. V. D. PARR**, For Superintendent.

Hongkong, 1st January, 1916. [1]

HONGKONG-NEW YORK

FOR NEW YORK VIA SUEZ
ON CAPE OF GOOD HOPE.
S.S. "SKIPTON CASTLE"
 On or about the 29th January.

S.S. "EGREMONT CASTLE"
 about middle of February.
 For Freight and further information, apply to **DODWELL & Co., Ltd.**, Agents.
 Hongkong, 3rd January, 1916.

VESSELS ADVERTISED AS LOADING

maintain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A," "B," "C," "D," "E," "F," "G," "H," "I," "J," "K," "L," "M," "N," "O," "P," "Q," "R," "S," "T," "U," "V," "W," "X," "Y," "Z," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blue Pill. 3. From Blue Pill to Naval Yard. 4. From Naval Yard to East Point.

ORIGINATIONS	VESSEL'S NAME	FLAG	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	1 m.	H.R. Hetherington, R.N.	P. & O. S. N. Co.	On 14th inst., at 3 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KANAR	Brit. str.	1 m.	F. H. S. Stone	THE BANK LINE, LIMITED	On 15th Feb.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	KASHMIR	Brit. str.	1 m.	S. Wada	P. & O. S. N. Co.	About 28th inst.
MARSEILLES VIA PORTS	MISHIMA MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 13th inst., at Noon.
VICTORIA & TACOMA VIA SHANGHAI, &c.	ATHOS	Brit. str.	1 m.	K. Amakawa	MESSAGERIES MARITIMES	On 11th inst., at 5 P.M.
NEW YORK VIA SUEZ	TACOMA MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	On 11th inst., at 3 P.M.
BOSTON & NEW YORK	SADOM MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 16th inst., at Noon.
SAN FRANCISCO	SKIPTON CASTLE	Brit. str.	1 m.	T. Hamada	DODWELL & Co., Ltd.	On 29th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KATHLAMBA	Brit. str.	1 m.	T. Hamada	THE BANK LINE, LIMITED	On 12th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	ARABIA	Brit. str.	1 m.	T. Hamada	JAVA-CHINA-JAPAN LINE	On 9th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHITO MARU	Jap. str.	1 m.	T. Hamada	OTO KISEN KAISHA	On 26th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PERSIA MARU	Jap. str.	1 m.	T. Hamada	OTO KISEN KAISHA	On 3rd Feb., at Noon.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	1 m.	W. Dixon Hopcraft	CANADIAN PACIFIC R. CO.	On 16th Feb.
AUSTRALIAN PORTS VIA MANILA	MONTAGNE	Brit. str.	1 m.	A. J. Hadley	OTO KISEN KAISHA	On 8th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KITO MARU	Jap. str.	1 m.	T. Hamada	GIBB, LIVINGSTON & Co.	On 13th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	EMPEROR	Brit. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 14th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	GUANABAT	Brit. str.	1 m.	T. Hamada	THE BANK LINE, LIMITED	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	HYACINTH MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 14th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHERKEZ	Brit. str.	1 m.	T. Hamada	JAVA-CHINA-JAPAN LINE	To-day.
SHANGHAI, KOBE & YOKOHAMA	KUTANG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	KUNIKOW	Brit. str.	1 m.	T. Hamada	P. & O. S. N. Co.	About 8th inst.
SHANGHAI, KOBE & YOKOHAMA	UNRAN	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 9th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	HOPKINS	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 9th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	MONSIEUR	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	About 13th inst.
SHANGHAI, KOBE & YOKOHAMA	CORDILLERA	Brit. str.	1 m.	T. Hamada	MESSAGERIES MARITIMES	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	MIYAKI MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 25th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	TOKA MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	SOCHI MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	On 9th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	On 19th inst., at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	DOUGLAS, LAUREN & Co.	To-morrow, at 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	DOUGLAS, LAUREN & Co.	On 13th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	DOUGLAS, LAUREN & Co.	On 14th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	To-morrow, at 7 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	THE BANK LINE, LTD.	On 3rd Feb.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	On 13th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR
 TO SAIL

HOIHOW & HAIPHONG "LOKSANG" Friday, 7th Jan. 8 A.M.
SHANGHAI, KOBE & MOJI "KUTSANG" Saturday, 8th Jan. 10 A.M.
SINGAPORE, PENANG & CALOUTTA "FOORSANG" Saturday, 8th Jan. 3 P.M.
MANILA "YUENSANG" Saturday, 8th Jan. 5 P.M.
SHANGHAI "HOISANG" Sunday, 9th Jan. 10 A.M.
MANILA "LOONGSANG" Sunday, 9th Jan. 3 P.M.
SINGAPORE, PENANG & CALOUTTA "NAMSANG" Tuesday, 12th Jan. 5 P.M.

RETURN TOURS TO JAPAN.
 The steamers "KUTSANG," "NAMSANG," and "FOORSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. This service is supplemented by the "YATUNG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kaitum, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.
 For Freight or passage, apply to **JARDINE, MATHESON & Co., Ltd.**
 Hongkong, 6th January, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 311. AGENTS

Hongkong, 16th April, 1915. [24]

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215 5th. Ex. 10 AGENTS

Hongkong, 26th October, 1915. [28]

CANADIAN PACIFIC RAILWAY

COMPANYS
STEAMSHIP LINE
 FROM CHINA & JAPAN TO
CANADA, UNITED STATES & EUROPE
 VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN"—REDUCED FIRST CLASS FARES.
 "MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN" ... 2 Feb. "EMPRESS OF ASIA" ... 20 APRIL
 "MONTEAGLE" ... 15 "MONTEAGLE" ... 26
 "EMPRESS OF RUSSIA" ... 23 MAR. "EMPRESS OF RUSSIA" ... 18 MAY
 "EMPRESS OF JAPAN" ... 5 APR. "EMPRESS OF ASIA" ... 15 JUNE

For further information, Sailings, Guide Books, etc., please apply to

• Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:

FROM HONGKONG. Connecting with. FROM COLOMBO.

24th January. "GUJARAT" 16th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA!

PROPOSED SAILING:

S.S. "SALAMIS" ... From Hongkong: 3rd Feb., 1916

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

"ELLESMAN" LINE.

(ELLESMAN & BUCKNALL STEAMSHIP Co., Ltd.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

For "KANSAS" ... On 16th Feb.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

OR TO REIS & Co., CANTON. GENERAL AGENTS.

Hongkong, 26th October, 1915. [104]

SHIPPING IN PORT

STEARNS.
ANNA, Norwegian str., 1,617, Arutson, 3rd January—Bangkok 26th December, Rice—Thoresen & Co.
ASIA MARU, Japanese str., 2,411, Y. Mishi, 1st January—Singapore, 25th December, General—Order.
CAMILL, British str., 3,149, J. Roberts, 29th December—Singapore 18th December, Bulk Oil—Asiatic Petroleum & Co.
CHILDAH, Norwegian str., 1,102, Nils Hjorth, 4th January—Saigon 20th December, Rice—Thoresen & Co.
ECOLINA, Russian str., 1,232, Wiede, 3rd January—Saigon Rice and General—Thoresen & Co.
FOOKSANG, British str., 1,987, T. A. Mitchell, 25th December—Mojji 29th December, General—Jardine, Matheson & Co.
HADIS, Norwegian str., 1,065, A. Sween, 2nd January—Nankai Bay 30th December, Salt—Java-China-Japan Line.
HONGKONG, French str., 739, A. Marguerite, 1st January—Haiphong, 30th December, General—A. R. Marty & Co.
HYSON, British str., 4,922, G. Moir, 31st December—Singapore 26th December, General—Butterfield & Swire.
JACOB, Dutch str., 2,989, T. Bauen, 4th January—Singapore 28th December, General—Order.
KAIPOON, British str., 987, J. B. Evans, 3rd January—Haiphong 30th December, General—Butterfield & Swire.
KANNA, British str., 1,047, George Mordux, 1st January—Singapore 23rd December—Order.
KAMAKURA MARU, Japanese str., 3,608, K. Higo, 4th January—Bombay 28th December, General—Nippon Yusen Kaisha.
KAWACHI MARU, Japanese str., 3,734, Kurozumi, 3rd January—Singapore 27th December, General—Nippon Yusen Kaisha.
KIANGPING, Chinese str., 1,292, H. Unden, 2nd January—Chingwanpo 25th December, Coal—Doddwell & Co.
KIYO MARU, Japanese str., 6,757, K. Ozawa, 25th December—Mojji 24th December, General—Toyo Kisen Kaisha.
KWANA, British str., 2,189, J. Rodger, 3rd January—Fremantle 11th December, Sandal Wood—Order.
KUTSANG, British str., 4,895, R. C. D. Bradley, 3rd January—Calcutta 19th December, General—Jardine, Matheson & Co.
LOKANG, British str., 997, D. W. Ritchie, 2nd January—Haiphong 1st January, Rice—Order.
MORSEY, British str., 1,330, Thorsten, 29th December—Saigon 18th December, Rice—Chinese.
NATICA, British str., 3,494, G. E. S. Bramston, 3rd January—Taingtau 27th December, Ballast—Asiatic Petroleum Co.
NICHIOH MARU, Japanese str., 1,633, S. Hibi, 30th December—Mitsui Bussan Kaisha.
NINGPO, British str., 1,228, Culloch, 1st January—Swatow 31st December—Butterfield & Swire.
OKO, Russian str., 1,379, P. Mender, 2nd January—Kinchon 30th December, Rice and General—Order.
PHUENH, British str., 1,065, Bird, 28th December—Saigon 20th December, Rice—Chinese.
PROMETHEUS, Norwegian str., 1,014 O. Hain, 1st January—Bangkok, 23rd December, General—Order.
QUANTA, British str., 1,373, Hooker, 31st December—Bangkok 20th December, General—Butterfield & Swire.
TALOMA MARU, Japanese str., 3,544, T. Hamada, 1st January—Manila 29th December, General—Osaka Shosen Kaisha.

NOTICES TO CONSIGNEES

S.S. "PORTHOSS"
 COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
 Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
 Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th January, at Noon, will be subject to rent and landing charges.
 All Claims must be sent in to me on or before the 18th January, or they will not be recognized.
 All damaged packages will be examined on Friday, 7

P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, NELLORE and YOKOHAMA	Capt. A. M. King	About 8th Jan.	Freight and Passage
SHANGHAI, MOJI, KOBÉ, MONGARA and YOKOHAMA	Capt. R. P. Fysh, R.N.M.	About 18th Jan.	Freight and Passage
LONDON and BOMBAY VIA NOVARA	Capt. H.E. Hetherington, R.N.M.	3 P.M. 14th Jan.	See Special Usual Ports of Call
LONDON and BOMBAY VIA KASHMIR	Capt. F.H.S. Stone	About 28th Jan.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

For Superintendent.

Hongkong, 6th January, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, PAKHOI and HAIPHONG	"SHANTUNG"	On 8th Jan., 4 P.M.
HAIPHONG	"KAIPOH"	On 7th Jan., 10 A.M.
SHANGHAI	"KUELOH"	On 8th Jan., 11 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 11th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS "LINTAN" and SS "SANUI" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidsides, Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN." SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS "ANHUI," "CHENAN," "LIANGHOU," "LUOHOW," "YINGHOU," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooning.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 7th Jan., at 1 P.M.
"HAICHING"	Capt. W. C. Pammore	WED'DAY, 12th Jan., at 2 P.M.
"HAITAN"	Capt. J. S. Thomson	FRIDAY, 14th Jan., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & Co., GENERAL MANAGERS.

Hongkong, 6th January, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, 6th December, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	1th Jan.	On 12th Jan., 11 A.M.
EASTERN	30th Jan.	On 31st Jan., 11 A.M.
ALDENHAM	2nd Feb.	On 2nd Feb., 11 A.M.
ST. ALBANS		On 16th Mar., 11 A.M.

* Fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans & a duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
KIYO MARU	17,200—15 knots	SATURDAY, 8th Jan.
CHIYO MARU	22,000—21 knots	TUES., 25th Jan.
DAIREN MARU	5,000—14 knots	TUESDAY, 3rd Mar.
PERSIA MARU	9,000—17 knots	THURSDAY 3rd Feb.
TENYO MARU	22,000—21 knots	TUES., 15th Feb.
NIPPON MARU	11,000—15 knots	TUESDAY, 29th Feb.
ANYOMARU	18,500—15 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	TUES., 14th Mar.

* Cargo only.

† Via MANILA, Omitting Shanghai.

‡ Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon. "Manila" at 10.30 A.M.

First Class to LONDON	\$71.10...RETURN (6 MONTHS) \$120.
" " " NEW YORK	\$60. " " " \$96.10.
" " " SAN FRANCISCO	\$45. " " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc. ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200—15 knots	SATURDAY, 8th Jan.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT, King's Building.

TELEPHONE 91.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

WORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

WORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBÉ and YOKOHAMA	CORDILLERE	On 10th Jan.
(Without Transshipment)	ANDRE LEBON	On 24th Jan.
MARSEILLES VIA HAIPHONG	ATHOS	On 11th Jan., at 5 P.M.
SAIGON and PORTS	PORTHOS	On 22nd Jan.
(Without Transshipment)		

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Weekly branch line from Saigon to Haiphong. Branch line connecting every four weeks at Colombo, for Calcutta. State Rooms 1st, 2nd and 3rd Classes. Return Tickets to Europe available two years. Return Tickets to Intermediate Ports available six months. For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR	STEAMER	TO SAIL
VICTORIA and TACOMA VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	T. Hamada	Leaving 11th Jan., at 3 P.M.
"TACOMA MARU"		
FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.		
Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 7th Jan., at 7 A.M.

FOR TAMSUI AND KRELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	S. Saito	SUNDAY, 9th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WED'DAY, 10th Jan., at 8 A.M.

FOR HAIPHONG VIA PAKHOI AND HOIHOW.

Steamer	Captain	Leaving
"KEIJO MARU"	IMAZUMI	THURSDAY, 13th Jan., 10 A.M.

These Steamers of Coast and Foreman Lines have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office). For FURTHER INFORMATION, apply to

H. YAMAUCHI, MANAGER.

Second Floor, No. 1, Queen's Building.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Steamers	Leave	Leave	Connecting Steamer	Due at	Due
leaves	to	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	LONDON
YOKOHAMA	COLOMBO	about 1916	about 1916		1916	1916
Jan. 8	NOVARA	Jan. 10	Jan. 14	ARABIA	Feb. 12	Feb. 19
Jan. 16	KASHMIR	Jan. 24	Jan. 28	KASHMIR	Mar. 25	Mar. 4
Jan. 30	SAUDINIA	Feb. 7	Feb. 11	KHAYBER	Mar. 31	Mar. 13
Feb. 12	NAMUR	Feb. 20	Feb. 24	MEDINA	Apr. 8	Apr. 15
Feb. 27	NANKIN	Mar. 6	Mar. 10	MONGOLIA	Apr. 22	Apr. 29
Mar. 13	NOVARA	Mar. 20	Mar. 24	MAIWA	May 6	May 13
Mar. 26	MALTA	Apr. 3	Apr. 7	MOOLTAN		

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

THE FARES TO LONDON AND MARSEILLES FROM LONDON					LONDON
1st Saloon	"A"	Accommodation	Single	\$74.	Return \$111.
	"B"	"	"	\$68.	" \$102.
2nd Saloon	"A"	"	"	\$52.	" \$76.
	"B"	"	"	\$48.	" \$72.
					MARSEILLES
1st Saloon	"A"	Accommodation	Single	\$70.	Return \$105.
	"B"	"	"	\$64.	" \$96.
2nd Saloon	"A"	"	"	\$50.	" \$75.
	"B"	"	"	\$47.	" \$73.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave YAMAHA	Leave SHANGHAI	Leave H'KONG	Leave FORM	Leave MARSEILLES	Leave LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
NELLORE	Jan. 17	Jan. 27	Feb. 2	Feb. 8	Mar. 9	Mar. 16
MONGARA	Jan. 31	Feb. 10	Feb. 16	Feb. 22	Mar. 23	Mar. 27
NORE	Feb. 28	Mar. 9	Mar. 15	Mar. 21	Apr. 10	Apr. 27
NAGOYA	April 10	April 20	April 26	May 2	June 1	June 9

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON:

1st Saloon £48 Single £87 Return, 2nd Saloon £42 Single; £63 Return FARES TO MARSEILLES:

1st Saloon £34 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marcon System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR, FOR SUPERINTENDENT.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. S. Wada	16,000	THURSDAY, 13th Jan., at Noon.
	SUWA MARU Capt. T. Sakine	21,000	THURSDAY, 27th Jan., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	SADO MARU Capt. K. Asakawa	12,500	SATURDAY, 15th Jan., at Noon.
	AWA MARU Capt. T. Hori	12,500	TUESDAY, 25th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY, TOWNSVILLE & BRISBANE	NIKKO MARU Capt. Takeda	9,600	FRIDAY, 14th Jan., at 4 P.M.
	HITACHI MARU Capt. Tomimaga	13,500	TUESDAY, 15th Feb., at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	CEYLON MARU Capt. Fujino	10,000	MONDAY, 10th Jan.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	PENANG MARU Capt. Murasumi	8,000	MONDAY, 10th Jan.
SHANGHAI, MOJI and KOBÉ	KIRIN MARU Capt. Sasaki	8,000	THURSDAY, 20th Jan.
SHANGHAI, KOBÉ and YOKOHAMA	TOSA MARU Capt. Takano	10,000	TUESDAY, 25th Jan.
NAGASAKI, KOBÉ and YOKOHAMA	HITACHI MARU Capt. Tomimaga	9,600	FRIDAY, 14th Jan., at 10 A.M.
SHANGHAI, KOBÉ and YOKOHAMA	MIYAZAKI MARU Capt. Teranaka	16,000	TUESDAY, 25th Jan., at 10 A.M.

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 650.
" " 2nd Single " 400.	" " 2nd Single " 380.
" " Return " 800.	" " Return " 720.
To London, Southampton, Liverpool via New York \$80.150.	
To Victoria, Vancouver, Seattle, 1st Single \$25.	
To Sydney, 1st Single \$40.	To Melbourne, 1st Single \$41.
To Yokohama, 1st Return \$180.	To Kobe, 1st Return \$185.
" 2nd " 90.	" 2nd " 88.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

